

STRYI

Neighbourhood Development Concept



Stryi hromada



Developed by:



Supported by:



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Federal Ministry
for Economic Cooperation
and Development



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Working group of the Stryi hromada: Orest Telishevsky, Andriy Ivanykovich, Mykhailo Zhuravchak, Ihor Pastushchyn, Ivan Zrailo, Yulia Chetvernya

NGO Ro3kvit: Elina Polyanska, Fulko Treffers, Svitlana Usichenko, Iryna Tsyba, Sofia Bondar.

Ro3kvit team is grateful to Ivan Bovtach, head of the Homeowners' Association Stozhary.

Design: Oleksandra Kryvtsova

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Cover: Part of the Stryi hromada map. Source: osm.org
Photos on pages 8, 18, 32, and 62: Study of the project site
Source of all photos: Ro3kvit

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GLOSSARY

IDP	Internally displaced persons
GIS	Geographic informational system
NGO	Non-governmental organisation
IDC	Integrated Development Concept
MNCE	Municipal Non-Commercial Enterprise
ME	Municipal Enterprise
MI	Municipal Institution
UTH	Urban territorial hromada
HOA	Homeowners' Association
TH	Territorial Hromada
SWOT	Analysis of strengths, weaknesses, opportunities and threats

SUMMARY

The Development Concept of O. Basarab Street in Stryi (hereinafter referred to as the Concept) is a visionary, non-statutory document prepared jointly by the NGO Ro3kvit, Stryi City Council, and UN-Habitat.

In 2025, an Integrated Development Concept (hereinafter referred to as the IDC) was developed for the Stryi urban territorial hromada. This document defines the strategic priorities and development goals of the entire hromada. That is why it became the starting point of this project.

The aim of this work is to demonstrate how long-term strategic priorities and objectives identified at the hromada level can be implemented through specific practical actions at the level of the planning area. The concept and design of the proposal is to improve the quality of life, promote social interaction and create a safe and accessible urban environment.

The methodological basis for developing the Concept is the UN-Habitat MY Neighbourhood framework, which analyses the area through a set of principles concerning the spatial organisation of the neighbourhood and aims to achieve five universal goals: **compact, connected, inclusive, vibrant, and resilient city**.

Together with representatives of the Stryi Urban Planning and Architecture Department, a key question was formulated: **How to ensure a high-quality space with access to the Stryi River that will contribute to the psychological recovery of visitors?**

A multi-scale approach was used to answer this question (Figure 1).

Familiarisation with **the hromada level** helped with the choice of planning area for the development of the Concept. The strategic objectives and action plan of the IDC, which directly affect the planning area of this project, were also examined.

The role of the selected neighbourhood **at the city level** was taken into account. Even though this document doesn't provide proposals at this scale, the proposed interventions at the following levels are expected to have a positive impact on residents' quality of life across the city.

At the neighbourhood level, spatial objectives were defined, taking into account the broader context and, in particular, the objectives of the IDC. They cover topics such as access to recreational areas, climate resilience, safety, sustainable mobility, etc. Thematic spatial layers with localised proposals were developed. The masterplan integrated all strategic and spatial developments.

Three key locations were identified at the design intervention level:

- **Parking and a crossing to the river.** New pedestrian and bicycle route – a bridge to the river and green areas, opening access to nature and forming a single recreational network
- **Redevelopment of O. Basarab Street.** Changes aimed at improving safety, walkability and climate comfort for residents and visitors to the district hospital.

Sports and landscaping interventions on the hospital's territory. Complementing the landscape design of the hospital grounds and creating a new sports hub will promote physical

activity and psychological recovery for users of the space. Special attention was paid to the transformation of unused areas in the planning area and their effective use.

The concept offers a practical model for the existing area, where small but strategic interventions, coordinated with urban infrastructure projects, create a compact, connected, vibrant, inclusive and resilient urban environment.

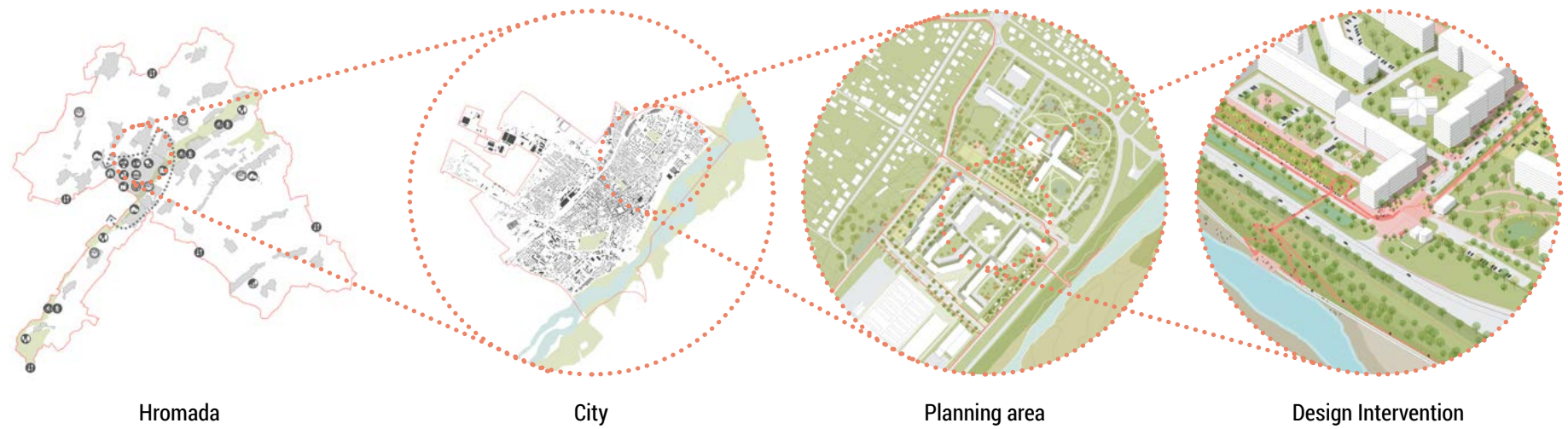


Figure. 1 The continuity approach to spatial planning from the hromada scale to design interventions of the urban design
Source: *Розквіт*

PROCESS AND METHODOLOGY



WORK PROCESS

Since this project aims to develop practical proposals, guided by strategic objectives and methodology, particular attention was paid to stakeholder engagement and document review. The work process was divided into four main stages. Representatives of local authorities, experts and residents were involved in all stages through online meetings, workshops, surveys and in-depth interviews, which are explained in more detail in this and the following sections.

Stage 1. Methodology analysis.

An analysis of the UN-Habitat MY Neighbourhood Methodology and the Stryi Hromada Integrated Development Concept was conducted. At the end of this stage, a meeting was held with representatives of the Department of Urban Development and Architecture, which resulted in the selection of the planning area on O. Basarab Street (within the Stozhary residential area and the intensive care hospital grounds).

Stage 2. Analysis of the territory

Activities carried out in the analytical stage:

- **Analysis of the broader urban context and urban planning documentation.** The role of the project site for the entire city of Stryi was reviewed. In particular, an analysis of the transport network and recreational areas, which were identified as priorities at the previous stage, was conducted.
- **Spatial analysis of the project territory** was assessed against the principles set out in MY Neighbourhood Methodology. This included consideration of functional zoning and land use, accessibility to public spaces, transport network, environmental connectivity, etc.
- **Site research.** Two visits to the project site were made, including a tour of the area and photographic documentation.

- **SWOT analysis.** Based on the analysed data, the strengths, weaknesses, opportunities and threats of the planning area were identified.

Stage 3. Design.

Activities carried out in the design stage:

- **Neighbourhood Development Concept.** During the design stage, conceptual solutions were developed and presented at various spatial levels (network of public spaces, network of transport and walkability, blue-green infrastructure) and in a list of specific interventions.
- **Development of design interventions.** Three key interventions were developed in detail and visualised through key design solutions. The stage concluded with a presentation of the findings to stakeholders. The comments and suggestions received were taken into account during the finalisation of the document.

Stage 4. Finalisation

At the final stage, this report and accompanying presentation materials were prepared for hromada representatives and external experts.

PARTICIPATION

It was necessary to identify the key actors involved in the development of the planning area and the users of the space to develop the concept. Defining the objective became the starting point for participation. The objective was set jointly with the municipality during the first internal workshop as follows:

To create a high-quality space with access to the Stryi river that will promote the psychological recovery of visitors.

While researching the planning area, we identified key stakeholders – from those who influence decision-making in the area and directly change it, to its main users.

The involvement of stakeholders was ongoing throughout the project. Various forms of participation were used, including surveys (45 participants), in-depth interviews (3 participants), hromada workshops (7 participants), consultations with experts (6 participants), and cooperation with the municipality. Online and offline formats were combined to ensure accessibility for different groups of participants. All events were organised taking in accordance with the security conditions related to the war.

As a result of the participation, the strategic plans and needs of the planning area were identified and taken into account during the concept development stage.



Figure. 2 Map from the workshop with planning area residents
Source: Ro3kvit

Key actors are participants who determine the development of the planning area. They were selected based on three criteria: landowners, entities with actual influence on decision-making, and those capable of directly implementing physical changes in the space (Figure 3). Together, they form a circle of stakeholders whose actions and resources are essential for the transformation of the territory. The Ro3kvit team involved all key actors except the owners of the coffee shop, private school, and grocery stores.

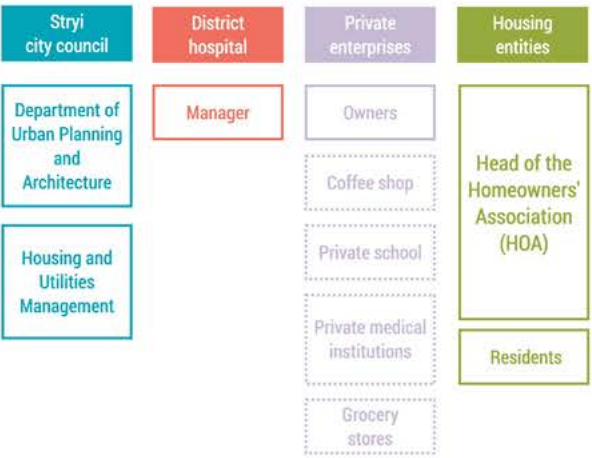


Figure. 3 Key actors who have actual influence
Source: Ro3kvit

Main users – people who regularly visit and interact with the area. These include residents of nearby buildings, visitors and employees of the hospital, private schools, cafes and medical institutions (Figure 4). In this project, the Ro3kvit team involved residents of residential buildings and visitors to businesses through various formats, which are described in more detail in this and the following sections.

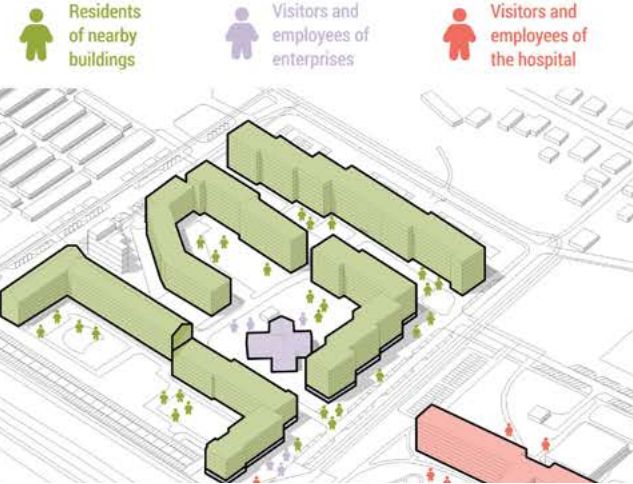


Figure. 4 Main users of the space
Source: Ro3kvit

Experts – Experts are specialists who are most aware of issues important for research and proposal development in the area. The Ro3kvit team involved specialists from various fields to gain a deeper understanding of the context, refine data, and test hypotheses. The list of these experts is provided in Figure 5.

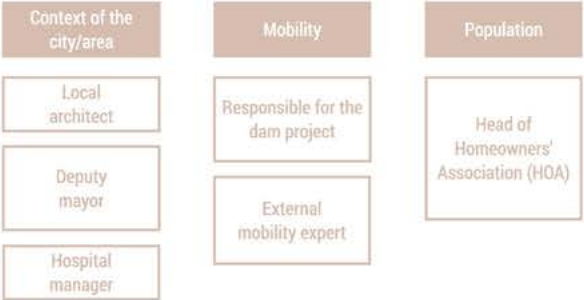


Figure. 5 Involved experts
Source: Ro3kvit

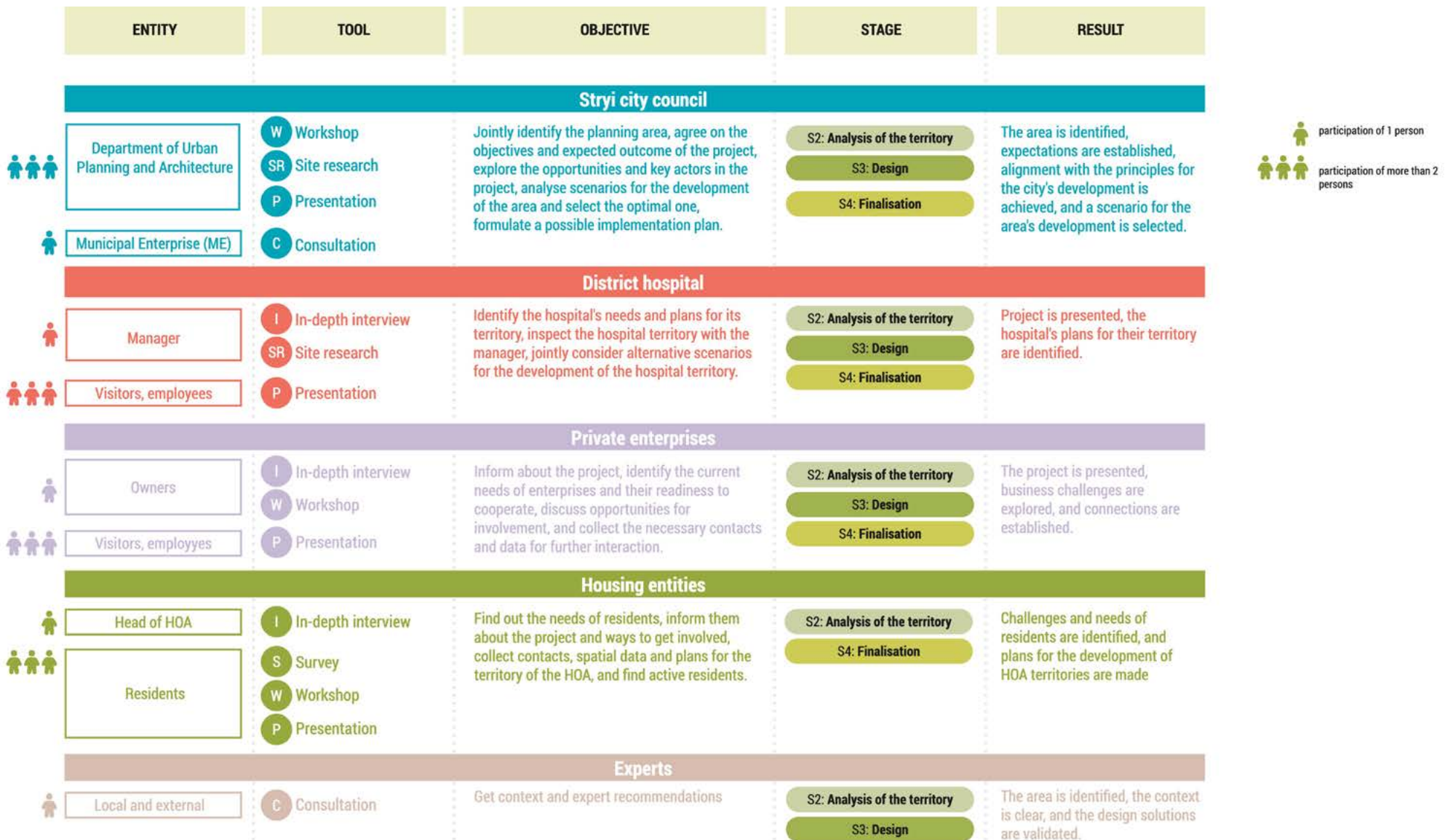


Figure. 6 Methodology of users' participation
 Source: Ro3kvit

TIMELINE

The project lasted from August to December 2025 (5 months) and was divided into four key stages. Throughout the process, the NGO Ro3kvit systematically involved project stakeholders (Figure 7).

S1: Methodology analysis

In the first stage, the MY Neighbourhood Methodology was reviewed and adapted to the context of Stryi. To identify a potential planning area, consultations were held with a local architect and a meeting was conducted with the city authorities.

S2: Analysis of the territory

The second stage was focused on selecting an area and conducting a comprehensive study of it. Key actors and users of the space were involved in the work. Consultations were held with local experts to gain the deep understanding of needs, limitations, and opportunities.

S3: Design

Based on the results of participatory events and the data collected, initial project proposals were formulated. The plans were discussed with the municipality and further validated with the participation of an external expert to test the hypothesis and make a decision.

S4: Finalisation

The final stage of the project is a presentation of the developed solutions to all participants of the process. As a result, the final developments were presented and feedback was collected.

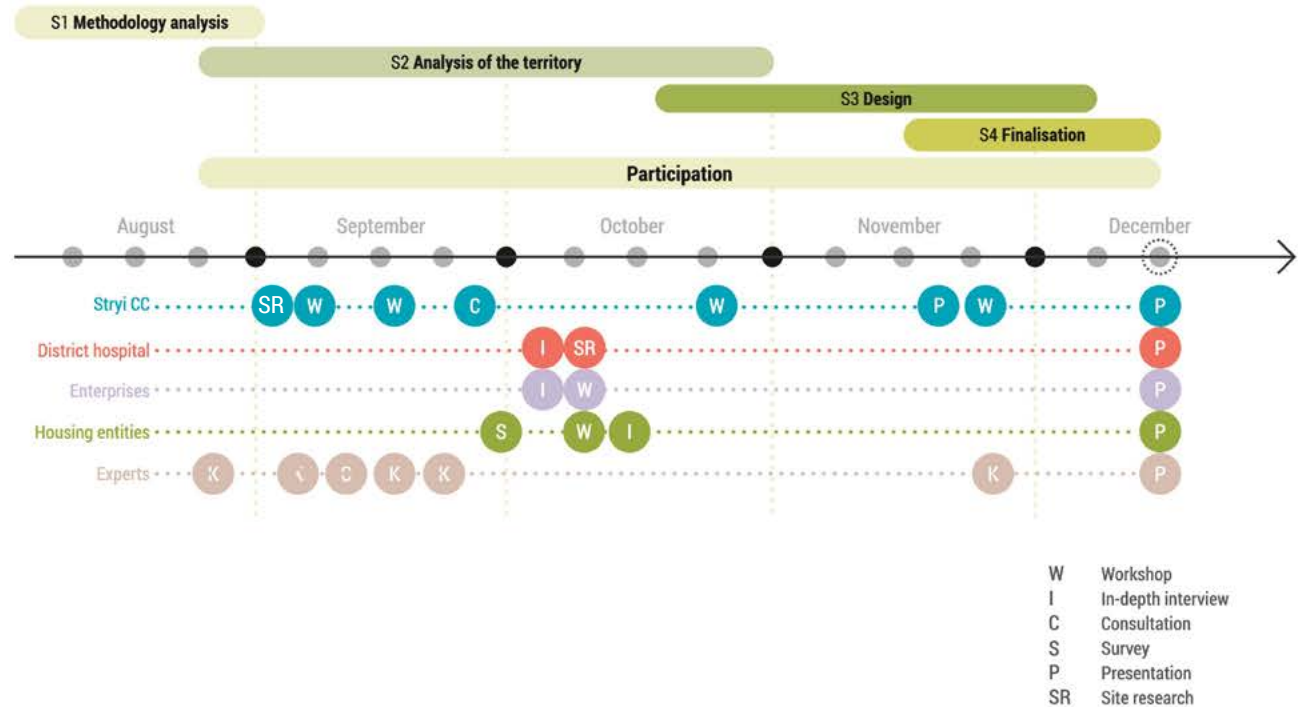


Figure. 7 Timeline of the project
Source: Po3kvit

CONNECTION WITH INTEGRATED DEVELOPMENT CONCEPT

For a comprehensive understanding of the context and plans of the hromada, the team analysed the strategic document Concept of Integrated Development (hereinafter referred to as IDC), which sets out the main priorities, objectives and projects through to 2045. The data provided in the document served

as a starting point for analysis and proposals in this work. The following sections present proposals for the selected area that correspond to some of the strategic objectives of the IDC. All priorities and strategic objectives are presented below in Figure 8.

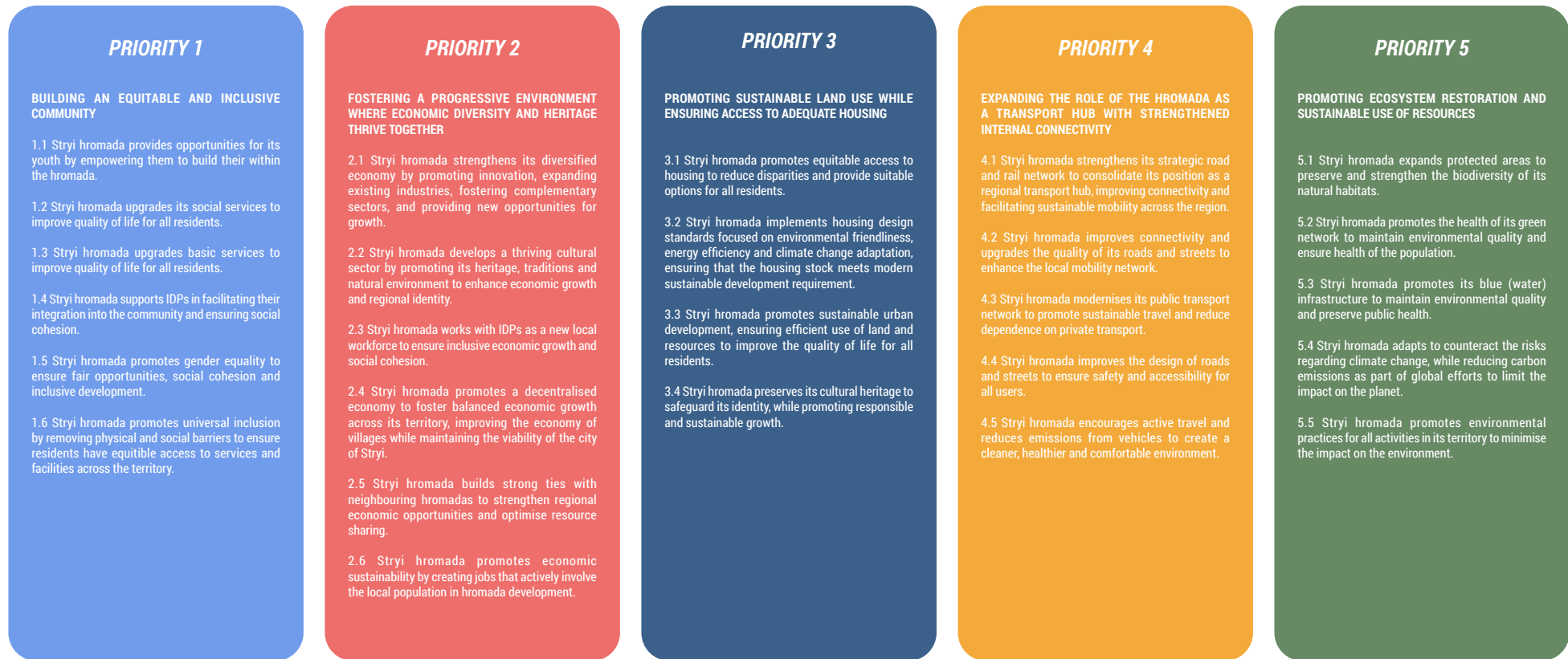


Figure. 8 Priorities of the hromada integrated development
Source: Stryi Integrated Development Concept

OVERVIEW OF THE MY NEIGHBOURHOOD METHODOLOGY AND ITS ADAPTATION TO THE UKRAINIAN CONTEXT

MY Neighbourhood is a practical UN-Habitat guide to sustainable urban design at the neighbourhood scale. It offers a set of principles that translate global urban development programmes – including the Sustainable Development Goals and the New Urban Agenda – into local, practical planning and design solutions.

The approach is structured around five city-wide goals: **Compact, Connected, Inclusive, Vibrant and Resilient** City.

The global principles have been adapted to the Ukrainian context and expanded to include topics that reflect local needs, recovery priorities, security challenges and climate risks. Thanks to its systematic nature, the methodology is well-suited for post-war reconstruction tasks, allowing for flexible adaptation of solutions to different scales of damage and hromada capabilities.



Figure. 9 «MY Neighbourhood»
Source: unhabitat.org/my-neighbourhood

The adaptation included grouping the principles within five Global Objectives to form a clear matrix, as well as adding Ukraine-specific recommendations based on the experience of the war and the recovery process.

The added topics are organised into four key Ukrainian challenges: reducing the impacts of war and disasters, demographic adaptation, supporting social cohesion and identity, and improving territorial governance. These challenges are directly linked to the core principles to ensure clarity and consistency in implementation.

In Stryi, the principles of MY Neighbourhood are directly translated into local priorities:

The concept of the Connected City is expressed through multi-level mobility provision within the area, ranging from national highways, regional hospital access roads, and bus stations to safe access to the river and daily routes for residents.



Figure. 10 From the MY Neighbourhood with an addendum reflecting the needs in Ukraine
Source: «MY Neighbourhood»

The Resilient City emerges in response to security and environmental risks, including noise from the Ring Road and air pollution, the need for high-quality, multifunctional shelters nearby, and concerns about flooding due to outdated infrastructure.

The principles of the Inclusive and Vibrant City define the activation of public spaces, improved conditions for pedestrians, cycle lanes and daily comfort for surrounding residential area.

To implement the concept, the team applied an **urban acupuncture approach**, identifying three key intervention areas that act as catalysts for change. The space between them is reinforced by a network of paths, micro-interventions and small upgrades to public spaces.

These actions improve quality of life, provide inclusive and accessible spaces, safe pedestrian and bicycle mobility, and strengthen planning area's identity and sustainability.

SUMMARY TABLE OF ADAPTED METHODOLOGY



COMPACT CITY

1.1 PROXIMITY & WALKABILITY

- 1.1.1 Infrastructure for Safety
- 1.1.2 Permeability of Urban Fabric
- 1.1.3 Accessible Open Public Space
- 1.1.4 Green Space Distribution

1.2 MIXED LAND USE

- 1.2.1 Compatibility of Uses
- 1.2.2 Vertical Zoning

1.3 EFFICIENT PUBLIC TRANSPORT

- 1.3.1 Active Streets
- 1.3.2 Sustainable Parking Policies and Reforms

1.4 EFFICIENT DENSITY

- 1.4.1 Human Scale Environment
- 1.4.2 Brownfield Land and Buildings Reuse

1.5 PRESERVATION & INTEGRATION OF BLUE-GREEN INFRASTRUCTURE



CONNECTED CITY

2.1 EFFICIENT STREET NETWORK

- 2.1.1 Road Hierarchy
- 2.1.2 Street Density
- 2.1.3 Permeable Street Network
- 2.1.4 Walking Paths and Cycle Connectivity

2.2 MULTI-MODAL TRANSPORT

- 2.2.1 Convenient Public Transport
- 2.2.2 Bike Parking to Promote Cyclability
- 2.2.3 Adapted Railway lines for urban and suburban commuting.

2.3 PROXIMITY & WALKABILITY

- 2.3.1 Safety

2.4 MIXED USE DEVELOPMENT

- 2.4.1 Avoid segregated IDP housing solutions, aim for social mix in accessible housing

2.5 ECOLOGICAL CONNECTIVITY

- 2.5.1 Industrial Land Plots Rehabilitation
- 2.5.2 Integrated Natural Corridors

2.6 COMPLETE STREETS

- 2.6.1 Convenient Sidewalks and Pathways
- 2.6.2 Places of Attraction
- 2.6.3 Bicycle Lanes
- 2.6.4 Structural Elements for Comfort, Safety and Security
- 2.6.5 Structural Elements for Universal Accessibility
- 2.6.6 Public Transport Lanes
- 2.6.7 Safe and Convenient Pedestrian Crossings

2.7 ACTIVE STREETS

- 2.7.1 Active Street Front

2.8 NETWORK OF OPEN PUBLIC SPACE

- 2.8.1 Accessible Open Public Space

Figure. 11 Methodology MY Neighbourhood with additions from Ro3kvit
Source: UN-Habitat and Ro3kvit



INCLUSIVE CITY

3.1 VARIETY OF HOUSING OPTIONS

- 3.1.1 Mixing Tenures
- 3.1.2 Diversity of Plots
- 3.1.3 Mixed Urban Block

3.2 AFFORDABILITY

- 3.2.1 Accessibility to Services
- 3.2.2 Employment opportunities for IDPs
- 3.2.3 Affordable housing

3.3 MIXED LAND USE & VARIETY OF FUNCTIONS

3.4 WALKABILITY & ACCESSIBILITY

- 3.4.1 Prioritising Pedestrian Movement

3.5 EFFECTIVE & AFFORDABLE PUBLIC TRANSPORTATION

- 3.5.1 Accessible Public Transport Stops

3.6 BARRIER-FREE ENVIRONMENT

- 3.6.1 Universally Accessible Streets
- 3.6.2 Universally Accessible Open Public Space
- 3.6.3 Welcoming Open Public Space
- 3.6.4 Designing Places of Respite
- 3.6.5 Universally Accessible Building
- 3.6.6 Overcome Social Barriers
- 3.6.7 Veterans- Rethinking Veteran & IDP Integration

3.7 WELCOMING ENVIRONMENT

3.8 SAFE STREETS

3.9 DIVERSITY OF OPEN PUBLIC SPACES

- 3.9.1 Attractive Common Spaces

3.10 SAFE OPEN PUBLIC SPACE

- 3.10.1 Accessible Well-Lit Public Space



VIBRANT CITY

4.1 MIXED LAND USE & FUNCTIONS VARIABILITY

- 4.1.1 Balanced Mix of Activities
- 4.1.2 Vertical Zoning
- 4.1.3 Active and Interesting Facades

4.2 PROXIMITY & WALKABILITY

4.3 DIVERSE URBAN FABRIC & FINE GRAIN

- 4.3.1 Leveraging from the Existing Context
- 4.3.2 Reinforcing Local Identity

4.4 REINFORCING LOCAL IDENTITY

- 4.4.1 Incorporating History
- 4.4.2 Local Identity and Diversity
- 4.4.3 Local Shared Community Hubs
- 4.4.4 Modernised Cultural Institutions
- 4.4.5 Memorialisation
- 4.4.6 Appropriation and Rethinking of Soviet Built Heritage

4.5 APPROPRIATE HIGH DENSITY

4.6 MULTI-MODAL TRANSPORT

- 4.6.1 Efficient Public Transport

4.7 CONNECTING WITH THE NATURAL ENVIRONMENT

- 4.7.1 Promoting Local Flora

4.8 ACTIVE STREETS

- 4.8.1 Reinforcing Local Identity

4.9 DIVERSITY OF ACTIVITIES & OF OPEN PUBLIC SPACES

- 4.9.1 Reinforcing Local Identity
- 4.9.2 Vibrancy for Stimulating the Local Economy



RESILIENT CITY

5.1 MIXED LAND USE

- 5.1.1 Mixed Urban Block

5.2 EFFICIENT DENSITY

5.3 PROXIMITY & WALKABILITY

- 5.3.1 Permeable Street Network
- 5.3.2 Gridded Network And Fine Grain
- 5.3.3 Resilience of critical infrastructure
- 5.3.4 Ensure food security

5.4 EFFICIENT STREET NETWORK

- 5.4.1 Universally Accessible Streets For Convenient And Efficient Movement

5.5 MULTI MODAL TRANSPORTATION

- 5.5.1 Efficient Public Transport

5.6 SAFE, STABLE & AFFORDABLE HOUSING

- 5.6.1 Stable And Affordable Urban Utilities

5.7 CLIMATE RESPONSIVE DESIGN

- 5.7.1 Hazard Mitigation
- 5.7.2 Climate Responsive Street Design
- 5.7.3 Open Public Spaces For Hazard Mitigation
- 5.7.4 Climate Responsive Buildings

5.8 INTEGRATION OF BLUE & GREEN INFRASTRUCTURE

- 5.8.1 Ecological Connectivity
- 5.8.2 Enhancing Agricultural Potential
- 5.8.3 Integration With Nature
- 5.8.4 Green Roofing
- 5.8.5 Using Local Materials
- 5.8.6 Adaptive Reuse of Materials and Damaged Structures

5.9 SOCIAL & ECONOMIC RESILIENCE

- 5.9.1 Accessibility to Jobs
- 5.9.2 Address the Depopulation and Enable Safe Return

5.10 RISK REDUCTION & DISASTER PREPAREDNESS

- 5.4.1 Multi-use Shelters and Local Emergency Hubs
- 5.4.2 Plan Evacuation Routes
- 5.4.3 Develop safe mobility systems for emergencies.
- 5.4.5 Spaces For Psychological Resilience & Recovery

RESEARCH



CONTEXT

The Stryi urban territorial hromada is located in the Lviv oblast, in western Ukraine, and shares a border with the Republic of Poland (Figure 12). The city of Stryi (Figure 13) is the centre of the hromada and a key railway hub in the oblast, providing connections to the main regions of Ukraine, including Lviv, Zakarpattia, Ivano-Frankivsk, Odesa, Kyiv and Kharkiv oblasts.

The main criterion for selecting a site was the presence of residential buildings. In September 2025, during a visit to the city of Stryi, several potential locations were considered, including the central district, Rynok Square, Lany Verkhni, and Zvarychi. Representatives of the Department of Urban Development and Architecture requested that the planning area be located near the Stryi River to improve access from residential areas to recreational spaces. An area near the Ring road was jointly selected (Figure 14).

The selected area borders on residential plots and contains a variety of buildings with different functional purposes that have appeared over the last 30-40 years. It was decided to develop a concept for the planning area of O. Basarab Street (within the Stozhary residential area and the intensive care hospital grounds). It was also decided that the design of the intervention would be developed for areas that are in municipal ownership.



Figure. 12 Stryi hromada within Ukraine on Google Satellite
Source: Ro3kvit (accessed via QGIS)

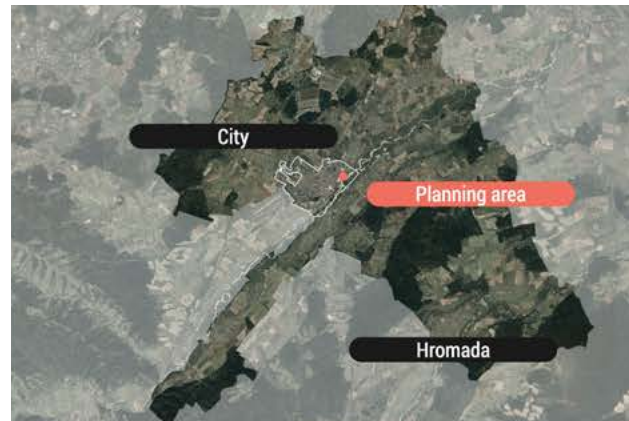


Figure. 13 Stryi hromada with the outline of the city on Google Satellite
Source: Ro3kvit (accessed via QGIS)



Figure. 14 City of Stryi with the outline of the planning area on Google Satellite
Source: Ro3kvit (accessed via QGIS)

PLANNING AREA OVERVIEW

The planning area plays a strategic role in the city's masterplan (Figure 15). The following key development areas are planned nearby:

- extension of Skibinskyi Street to the intersection with the Ring Road north of the area;
- construction of a roundabout to improve traffic flow;
- reinforcement of the dam along the area and further to the railway bridge.

Representatives of the Stryi Urban Planning and Architecture Department noted that these plans are a priority and must be implemented in the next few years. The most urgent task is to reinforce the dam after it was damaged during a flood: on 31 March 2024, a landslide occurred opposite the Stozhary residential area. Despite emergency repairs, the area remains dangerous for pedestrians, and further erosion could threaten the international road. The city authorities are currently working to resolve the issue. The Ro3kvit team included the reinforcement project in this work.

Other changes in the area are part of long-term plans, including the development of a new residential area on the opposite bank and the construction of a transport interchange and bridge.

The first site visit took place on 08.09.2025. The locations of the photo documentation are shown in Figure 16. The team recorded a high level of on-street parking on Olena Basarab Street (Figure 21), including perpendicular parking, which obstructs traffic flow.

The area's built environment differs significantly from the historic city centre; however, it possesses strong natural character due to its proximity to the river. At present, there is no safe access to the river: pedestrians are forced to cross a major road and climb informal paths onto the earthen embankments of the dam (Figure 20). The descent to the river is steep and potentially hazardous. The bypass road creates additional challenges, including intensive vehicular traffic and noise pollution, which directly affect the "open" residential complex of the first development phase (Figure 17).

The area is active due to the presence of a hospital, a bus station, a market, and a shopping centre. However, the range of food services and cafés at ground-floor level is limited, with a predominance of medical-related businesses. The unfinished shopping centre (Figure 18) negatively affects the perception of the space and disrupts its visual coherence.

In addition, underused plots were identified within the hospital grounds (Figure 22), which have potential for further development.

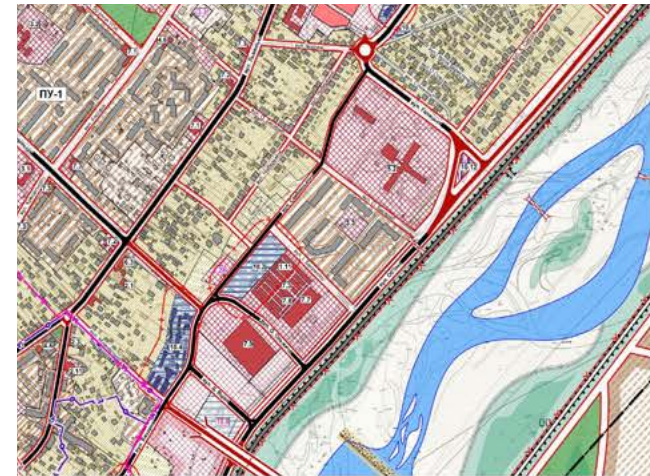


Figure. 15 Planning area on the Stryi masterplan
Source: Department of Urban Planning and Architecture of Stryi



Figure. 16 Photo of the planning area on Google Satellite
Source: accessed via QGIS



Figure. 17 Image 1 on the photo of the planning area
Source: Ro3kvit



Figure. 18 Image 2 on the photo of the planning area
Source: Ro3kvit



Figure. 19 Image 3 on the photo of the planning area
Source: Ro3kvit



Figure. 20 Image 4 on the photo of the planning area
Source: Ro3kvit



Figure. 21 Image 5 on the photo of the planning area
Source: Ro3kvit



Figure. 22 Image 6 on the photo of the planning area
Source: Ro3kvit

ANALYSIS OF THE PLANNING AREA

The planning area is located close to the landscape territory of Stryi River that is also a part of the green infrastructure. However, access to it is limited by the Ring Road and steep terrain. Other recreational park areas are located 0.5 km (Zluky Park), 1.5 km (Nizhankivskiy Park), and 3.5 km (Shevchenko Park) away. One of the key problems is damage to part of the dam near the planning area due to flooding.

Nearby is the Stryi Bus Station, the final stop for a large number of routes. This transport hub is important not only for intra-city travel, but also for the entire Stryi district. In the southern direction, 27 routes lead to the Ring Road. In the north (Lviv), there are 8 routes. There are also 7 routes in the city. Patients from surrounding localities arrive at this bus station to reach the district hospital.

The planning area is bordered by the international highway Ring Road (E-471) and Skibinskyi Street. Parking lots cover a major part of the area near the bus station, market, and Epicentre. There are also many parking spaces along the streets. Currently, traffic congestion is a problem on O. Basarab Street, where a large number of vehicles merge onto the Ring Road, often causing emergencies.

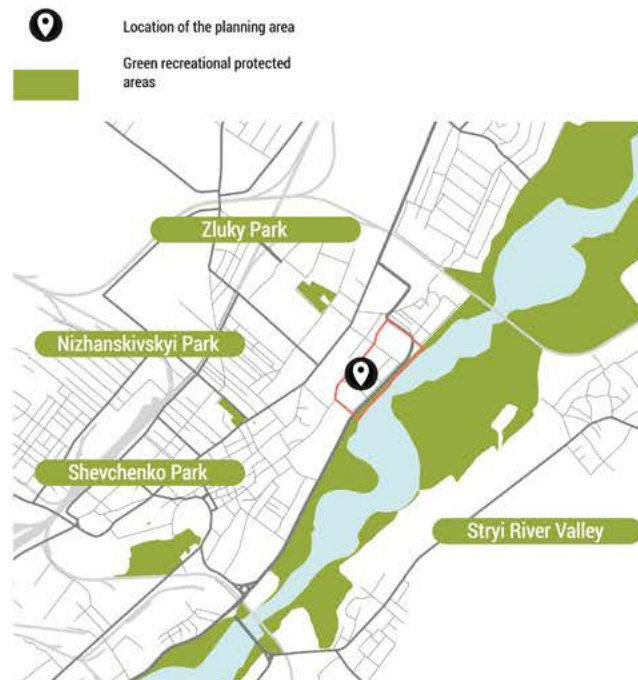


Figure. 23 Layout of the planning area in the city and park areas
Source: Ro3kvit

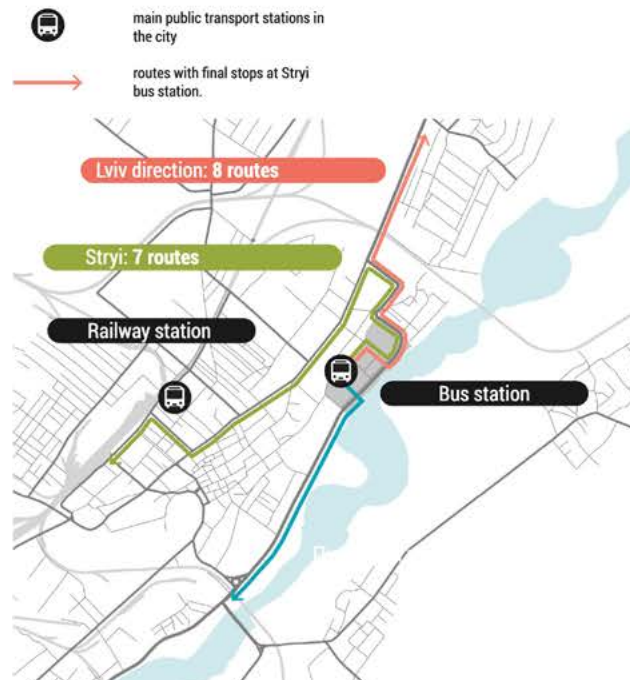


Figure. 24 Layout of the planning area in the city and public transport routes
Source: Ro3kvit

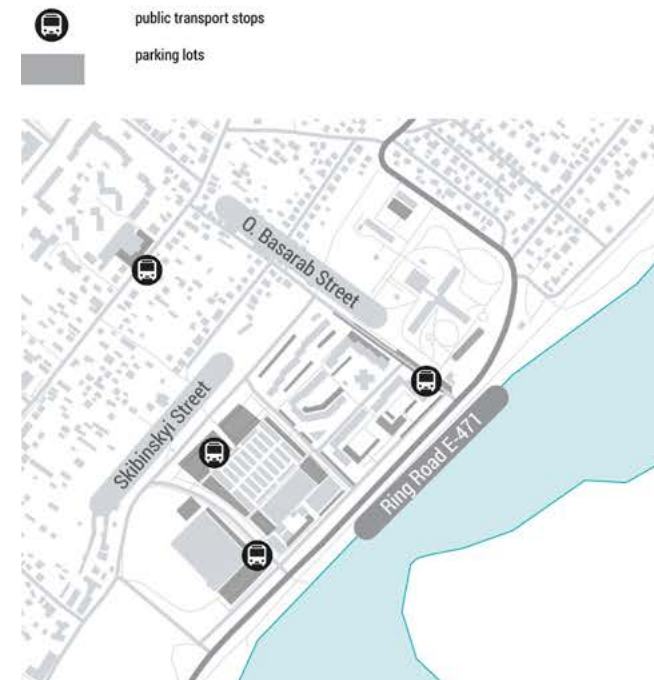


Figure. 25 Layout of the planning area with public transport stops and parking lots
Source: Ro3kvit

Most of the land is owned by the municipality and leased to businesses. Part of the residential area is privately owned. During the analysis of the territory, a T-shaped section of the residential area on the side of the Ring Road was identified. It is municipally owned, partially used by the HOA, and has potential for development.

Functionality of buildings is quite diverse and non-standard. There is a private school in the courtyard of the Stozhary residential area. The territory around the district hospital consists mostly of residential private housing. Currently, the south-western part of the planning area is developing rapidly: a shopping centre has replaced the eco-market, and new commercial establishments and services are opening.

The hospital grounds are enclosed by a fence, with free access through the main entrance. Access to the landscaped river area is via four unregulated crossings of the Ring Road. A fence partially encloses the Stozhary residential area. The area along Skibinskyi Street, adjacent to the estate, is partially accessible to pedestrians.

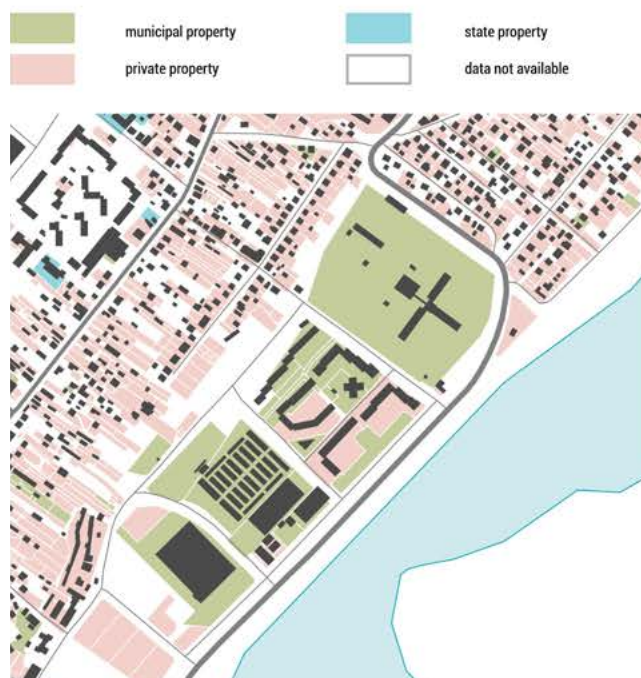


Figure. 26 Layout of the planning area by ownership
Source: Ro3kvit

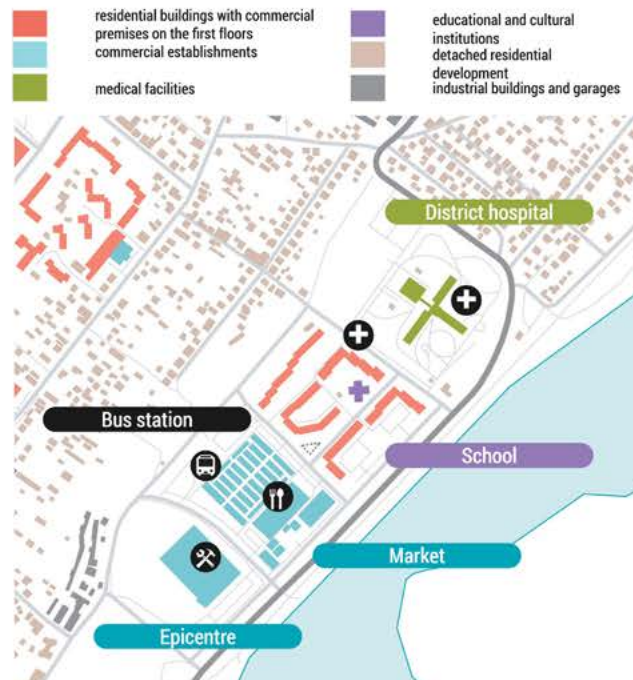


Figure. 27 Layout of the planning area by building function
Source: Ro3kvit

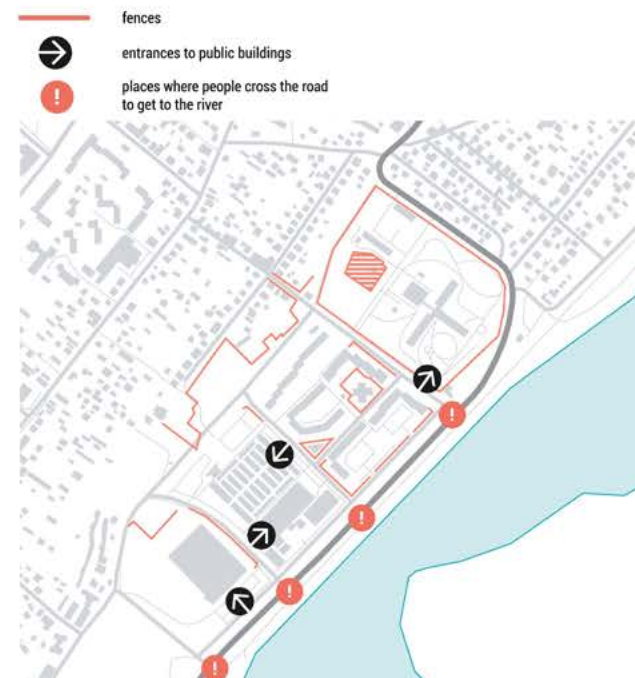


Figure. 28 Layout of accessibility
Source: Ro3kvit

RESULTS OF IN-DEPTH INTERVIEWS AND RESIDENT SURVEYS

In October 2025, three in-depth online interviews were conducted with the following respondents: the head of the Homeowners' Associations Stozhary 1 and Stozhary 2, a resident of Stozhary 1 who is also the owner of a medical centre in the area, and the deputy mayor of Stryi, who is also a resident of Stozhary 1.

According to the interview with the head of the HOA, the research area exhibits a relatively low population density, with approximately 60–70% of the 900 apartments occupied and an estimated total population of around 2,000 residents.

The age distribution is dominated by young people and young families with children, which creates specific needs for services and public spaces oriented towards children and teenagers. Many residents are tenants, who are generally younger as well.

A significant number of residents are originally from the surrounding mountainous rural areas, probably motivated by access to education and work in the city centre. There is also a trend of regular migration: about half of the residents leave Stryi on weekends, maintaining ties with rural households or having alternative places of residence. This rhythm of life further reduces the actual density of permanent residence and affects the use of local infrastructure and public spaces, which should be taken into account when planning the development of the planning area.

A survey was also conducted in October 2025 among Stozhary 1 and Stozhary 2 residential areas. The aim was to learn how residents use the space, what they value most in the surrounding area, and what they feel is lacking. A total of 45 responses were received. The results are shown in figures and a 3D diagram.

Q1. How would you rate the adjacent territory of your house? The answers are visualised in Figure 28.

Q2. Are there any problems in your courtyard or the adjacent area?

Q3. What do you like most about the space near your house? The answers to these questions are visualised in Figure 33 with approximate locations on a 3D diagram. Problems are indicated in red rectangles, and advantages in green.

Q4. How do you usually (every day or all the time) spend your time in the area adjacent to your house? The answers are visualised in Figure 30.

Q5. How often do you go to the river? Answers are visualised on the Figure 31.

Q6. Do you think that the Ring Road separating the houses and the river is dangerous for pedestrians and worsens the quality of life for residents? The answers are visualised in Figure 32.

The survey results reveal a combination of the area's strong natural and spatial qualities with a lack of comfortable and well-maintained public infrastructure.

Most often, residents complain about the lack of parking spaces, limited greenery and shade, the absence of sports facilities for children, and the lack of recreational areas, while also mentioning problems with traffic safety and access to the river.

At the same time, they appreciate the existing greenery, views, proximity to nature, tranquillity, and convenient location of the area. Everyday activities are mostly short-term: walks with children or dogs, relaxing on benches, short trips to the river. Some residents do not spend any time outdoors due to the lack of equipped areas.

Overall, people have a positive view of the area's potential, but clearly express the need for better landscaping, safe mobility, and more comfortable and accessible spaces for recreation and sports.

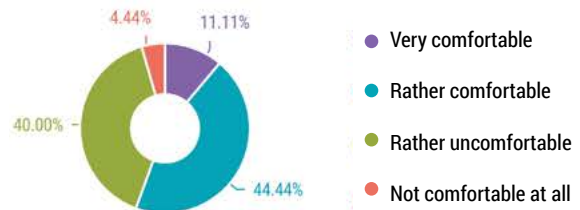


Figure. 29 Visualisation of responses to question 1: How would you rate the adjacent territory of your house?

Source: Ro3kvit







-  Walking with children (20 mentions)
-  Walking dogs (6 mentions)
-  Sitting on benches, relaxing near the house (8 mentions)
-  Parking, taking care of the car (5 mentions)
-  Going to the river / walking around the house (6 mentions)
-  Not spending time outdoors because it is inconvenient or there is nothing to do (7 mentions)

Figure. 30 Visualisation of responses to question 4: How do you usually (every day or all the time) spend your time in the area adjacent to your house?
Source: Ro3kvit

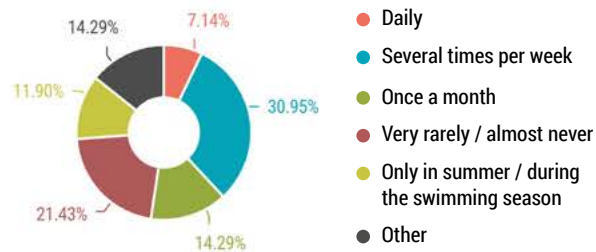


Figure. 31 Visualisation of responses to question 5: How often do you go to the river?
Source: Ro3kvit

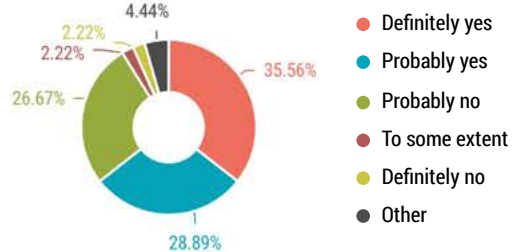


Figure. 32 Visualisation of responses to question 6: Do you think that the Ring Road is dangerous for pedestrians?
Source: Ro3kvit

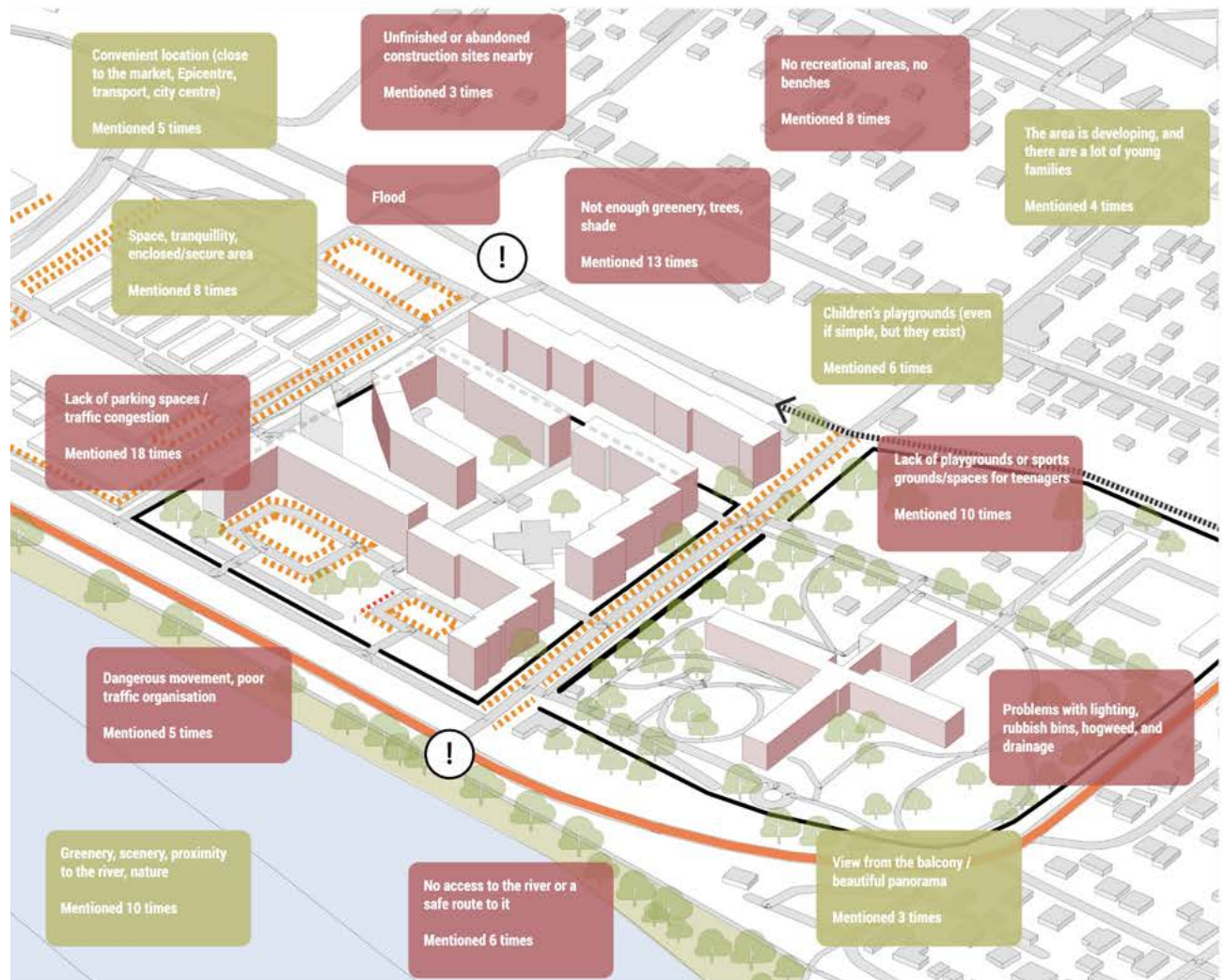


Figure. 33 Visualisation of responses to question 2: Are there any problems in your courtyard or the adjacent area
Visualisation of responses to question 3: What do you like most about the space near your house?
Source: Ro3kvit

WORKSHOP WITH RESIDENTS

On 11 October 2025, a workshop was held with residents of the Stozhary 1 and Stozhary 2. Seven people who live in buildings at 7/33 Ivana Bahriano Street and 14A Olha Basarab Street were there. Some of the participants were business owners located in the residential area. The event allowed residents to share their needs and expectations for the planning area's development.

During the workshop, the following activities were carried out:

- informing residents about the project's objectives and stages of implementation;
- presentation of the results of an online survey;
- joint discussion of problems, wishes, and suggestions visualised on 3D diagrams;
- discussion of potential interventions and voting on their prioritisation.

Workshop participants focused on the problem of flooding on I. Bahriano Street, which directly affects their houses. This technical problem had already been mentioned during in-depth interviews.

Most of the attendees also noted the lack of sports grounds, which is particularly relevant for families with children. Another topic was parking: residents emphasised that they had set up most of the existing parking spaces themselves.



Figure. 34 Meeting with the residents of Stozhary
Source: Ro3kvit



Figure. 35 Meeting with the residents of Stozhary
Source: Ro3kvit



Figure. 36 Meeting with the residents of Stozhary
Source: Ro3kvit

The key problem is not so much their lack as the significant congestion of courtyards and neighbouring streets with cars during peak hours.

Workshop participants also highlighted the littering of the riverbank, noting that rubbish is often left behind by people returning to the city from their holidays. The team prepared a list of potential interventions with photo references for discussion and prioritisation.

As a result of the vote, participants identified the following priorities (number of votes in brackets):

- creation of a football pitch (6)
- improving safety on O. Basarab Street (5)
- improving greenery and microclimate (4)
- creating spaces for children and young families (4)
- redesigning parking (2)
- creating a safe crossing over the Ring Road to the river (2)

Summarising the results, it can be said that residents value their area, especially its proximity to the river. They strive to make the area safer and more comfortable. Their suggestions demonstrate a clear demand for improving daily living conditions and preserving the natural environment.



Figure. 37 Meeting with the residents of Stozhary
Source: Ro3kvit

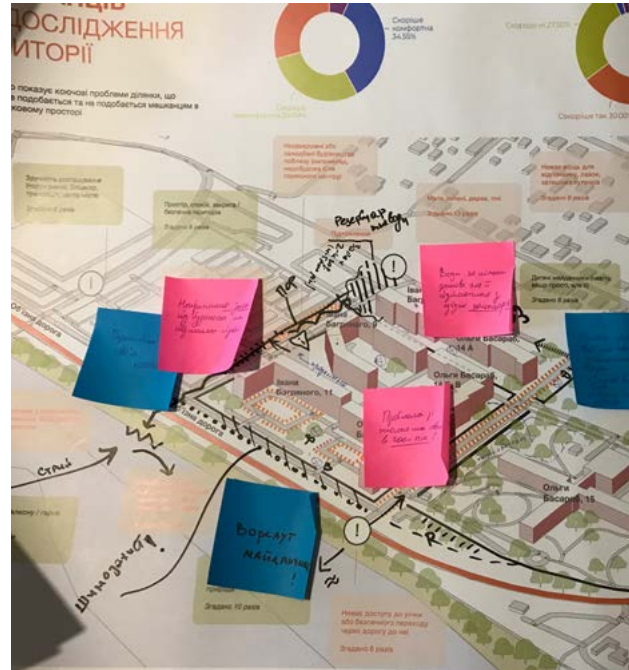


Figure. 38 Meeting with the residents of Stozhary
Source: Ro3kvit



Figure. 39 Meeting with the residents of Stozhary
Source: Ro3kvit

SWOT-ANALYSIS

The **SWOT analysis** of the territory was based on comprehensive research, described in detail in this section. The information collected using various tools was analysed, summarised and divided into four categories: Strengths, Weaknesses, Opportunities and Threats.

Strengths. The qualities of the planning area that already reflect the principles of the MY Neighbourhood Methodology were identified. For example, the availability of a Bus station within a five-minute walking distance in the area complies with principle 2.2.1. Convenient public transport. The distance from the residential area and the hospital to the bus station is less than 500 metres.

Principle 4.8. Active streets is partially reflected in the presence of businesses on the first floors of residential buildings, with almost all facades around the perimeter of the area being used. The process of strengthening the dam to prevent destruction due to flooding has also begun. This corresponds to principle 5.7.1. Hazard mitigation. The project to extend Skibinskyi Street and build a roundabout to relieve traffic congestion complies with principle 2.1. Efficient street network.

Weaknesses. Among them, there is also compliance with the principles of the MY Neighbourhood Methodology. For example, the lack of safe access to the river indicates insufficient implementation of principle 4.7. Connecting with the natural environment and principle 5.8. Integration of blue and green infrastructure.

The high traffic load on the streets of the planning area, which was repeatedly mentioned by residents, reduces the spatial qualities emphasised in principle 2.3.1. Safety. The lack of adequate greenery in areas adjacent to buildings, despite the presence of vacant lots, reflects a fragmentation of the neighbourhood's ecological network, which is discouraged in principle 5.8. Integration of blue and green infrastructure. At the same time, the lack of sports and cycling infrastructure raises several issues: the limited use of alternative modes of transport (bicycles), which is important according to principles 2.2. Multi-modal transport and 2.1.4 Walking paths and cycle connectivity. There is also an insufficient number of spaces for physical activity, games and social interaction, as highlighted in the principle 3.9.1. Attractive common spaces.

The lack of modern shelters is relevant to principle 5.10.1. Multi-use shelters and local emergency hubs, which is specific to the Ukrainian context. As different stakeholders mentioned, the frequent flooding of I. Bahryanoho Street reflects a design that does not align with the area's climatic conditions and topography. This problem can be solved by following principle 5.7. Climate-responsive design.

Opportunities. For the effective implementation of the identified Opportunities, it is necessary to apply different principles of the Methodology. In particular, Principles 4.4, "Strengthening Local Identity," and 4.7, "Connection with the Natural Environment," should be applied.

In order to effectively implement the identified Opportunities, different principles of the Methodology must be applied. Principles 4.4. Reinforcing local identity and 4.7. Connecting with the natural environment emphasise local natural resources and helps to design the planning area's connection with the river landscape. The implementation of principle 3.6. Barrier-free environment allows this connection to be inclusive. The development of street greening and the integration of the planning area's green network should be carried out in accordance with principle 5.8. Integration of blue and green infrastructure to ensure the continuity of the green network.

Improved safety for pedestrians can be achieved through the application of principles 3.4.1. Prioritising pedestrian movement and 2.3.1. Safety. They support a reduction in the level of private car traffic, allowing access for them only where necessary.

When developing sports, walking and cycling infrastructure, it is important to refer to principle 1.2. Mixed land use, which provides for the compatibility of different types of use. It is also important to work with principle 3.4. Walkability and accessibility and design an attractive environment for all people, recognising children as active users of space, as stated in principle 4.9. Diversity of activities and open public spaces. The possibility of optimising car traffic should be developed, taking into account the needs of pedestrians, working with principle 2.1.3. Permeable street network.

STRENGTHS

- Relatively low risk of air attacks on the city.
- Proximity to the river and its green spaces.
- 2.2.1 • Bus station within walking distance (5 minutes).
- 4.8 • Commercial activities on the first floors of residential buildings – almost all streets around the perimeter of the residential area are involved.
- 5.7.1 • There are plans to reinforce the dam along the Ring Road.
- 2.1 • Planned construction of the extension of Skibinskyi Street and a roundabout to relieve traffic congestion.

WEAKNESSES

- 4.7 • Lack of safe access to the river.
- 2.3.1 • High traffic congestion on the streets of the planning area.
- 5.8 • Insufficient greening of residential areas and streets.
- 3.9.1 • 2.2 • 2.1.4 • Lack of sports and cycling infrastructure.
- 5.10.1 • Lack of modern shelters.
- 5.7 • Regular flooding on I. Bahryanoho Street.

OPPORTUNITIES

- 4.4 • 4.7 • 3.6 • Improving the planning area's route to the river landscape, taking into account the new dam project.
- 5.8 • Expanding street greening and integrating the area's green infrastructure.
- 3.4.1 • 2.3.1 • Improving safety for pedestrians.
- 4.9 • 3.4 • 1.2 • Improving the quality of street life through the development of sports, pedestrian and cycling infrastructure.
- 2.1.3 • Optimisation of car traffic, taking into account the future Ring Road and the extension of Skibinskyi Street.

THREATS

- Reduced financial capacity of the hromada to invest in development due to the need to invest in defence instead.
- Reduction in financial support for development projects from international partners.
- Risk of devastating floods on the Stryi River due to climate change.

DEVELOPMENT CONCEPT



ALIGNING THE OBJECTIVES OF THE CONCEPT WITH THE OBJECTIVES OF THE IDC

Based on the SWOT-analysis, the objectives of the Concept were defined. They correspond to some of the strategic objectives of the Stryi hromada's IDC. Contributions to the achievement of each objective of the Concept are shown in the spatial diagrams (Figures 41, 42, 43, 44, 45, 46).

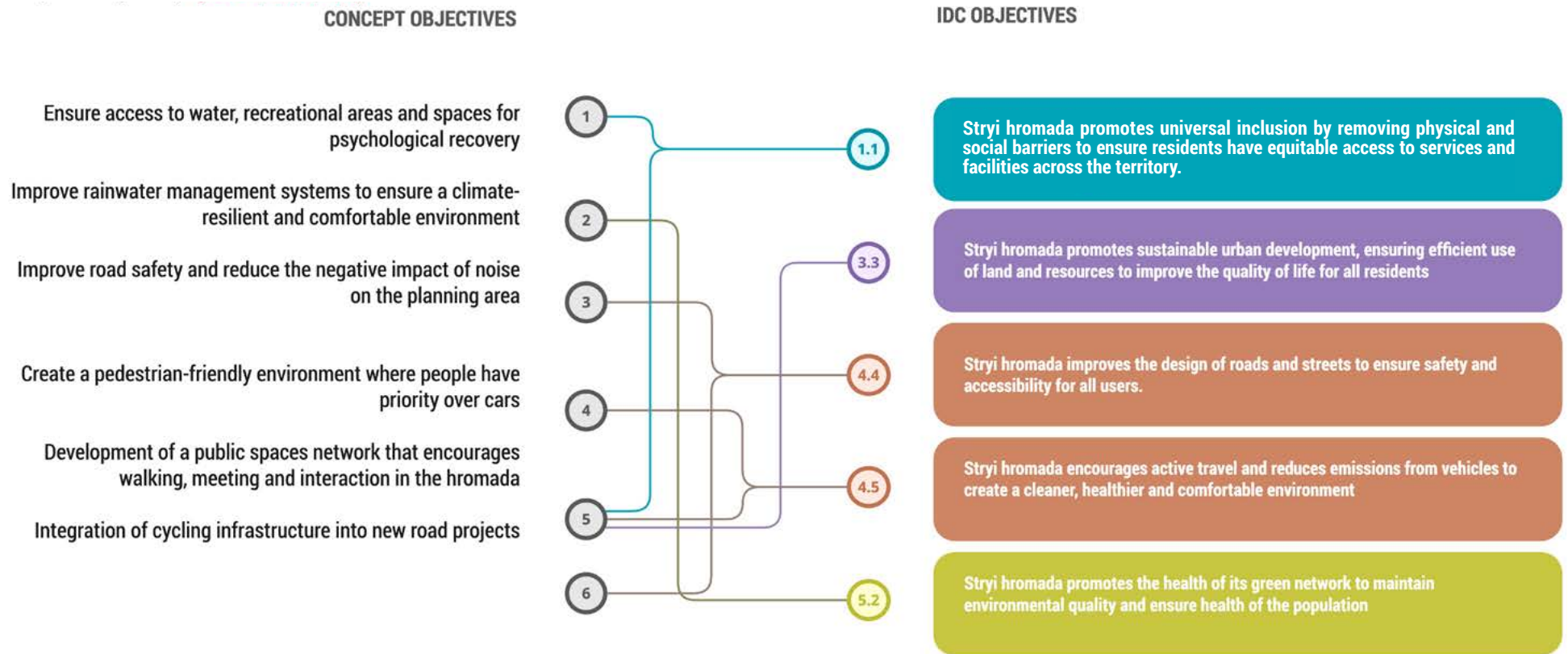


Figure. 40 Aligning the objectives of the concept with the objectives of the IDC
Source: Ro3kvit

OBJECTIVES AT THE SCALE OF CONNECTIVITY WITH THE CITY

1

Ensuring access to water, recreational areas and spaces for psychological recovery

2

Enhancing climate resilience through rainwater management.

3

Ensuring road safety and reducing the negative impact of pollution and noise from the Ring Road. Reducing obstacles to the national highway.



Figure. 41 Layout of the green infrastructure integration concept
Source: Ro3kvit



Figure. 42 Layout of the rainwater management concept
Source: Ro3kvit

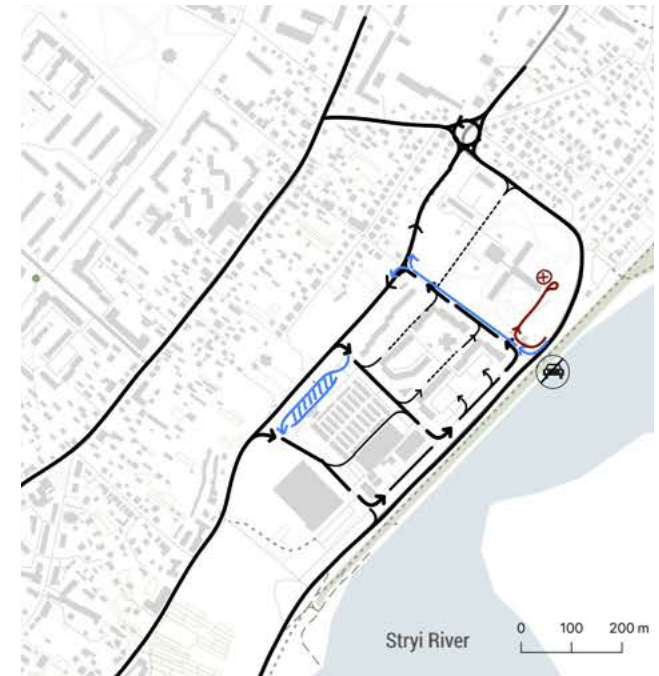


Figure. 43 Layout of the transport movement concept
Source: Ro3kvit

4

Create an environment, while prioritising pedestrian movement.



Figure. 44 Layout of the pedestrian route
Source: Ro3kvit

5

Develop a public spaces network that encourages walking, meeting and interaction in the hromada. Strengthen ties with neighbours by supporting social connections and integration into the urban context.



Figure. 45 Layout of public activities
Source: Ro3kvit

6

Development of a network of cycle lanes, which will be integrated into the city's cycling infrastructure system in the future. Barrier-free cycle route to the river. Potential extension along the entire city in the future



Figure. 46 Layout of cycling infrastructure
Source: Ro3kvit

SCENARIOS

The process of creating design scenarios is an important tool for identifying the optimal solution, as it allows for the analysis of different options for the development of the territory even before the design phase begins. After agreeing on strategic goals at the area level, two scenarios were prepared, in which design interventions were placed in different locations. Each of them demonstrated its own logic, spatial configuration, and possible impact on the daily lives of residents.

This approach helped to compare the advantages and disadvantages of each scenario, assess how well the selected interventions meet the needs of the area, and understand how specific solutions – such as the construction of sports grounds or public spaces – change the functioning of the planning area in a broader context. The scenarios made it possible to see how local interventions affect mobility, safety, the interaction of green areas, and the overall quality of the environment.

As a result, the design scenarios not only allowed us to identify the most effective option, but also to form a reasoned basis for further decision-making and joint discussion with local authorities.

The final decision combined the successful aspects of both scenarios and was supported by comments from representatives of the Department of Urban Development and Architecture, as well as the manager of the hospital.

Scenario 1: Separate development of territories.

In the first scenario, the development of the residential area and the hospital is carried out independently of each other. Sports and playgrounds are located within the residential area, on vacant lots adjacent to buildings that currently lack green spaces. In the southern part of the planning area, it is proposed to organise an optimised parking lot that meets the needs of residents and provides a comfortable connection to the crossing over the river via the Ring Road.

On the hospital grounds, the possibility of new construction on a vacant lot is being considered. Vehicle access for visitors will be maintained from O. Basarab Street.

Scenario 2: Connected development of territories.

The second scenario envisages the joint development of the hospital territory and the residential area. Under this approach, O. Basarab Street is transformed into a more active and safer environment that prioritises pedestrians. The hospital parking is relocated closer to the Ring Road, creating an entrance that avoids interference with residential traffic flows. The remaining vacant hospital territory is used to create a mini-football field accessible to all city residents, as well as special sports areas for physical rehabilitation. Instead of the previously planned parking lot, a sensory garden is proposed to support patient recovery. The sensory garden and the sports areas are connected by a new pedestrian alley, and the river crossing is positioned at the entrance to the hospital grounds.



Figure. 47 Scenario 1
Source: Ro3kvit



Figure. 48 Scenario 2
Source: Ro3kvit

Advantages of the Scenario 1

- + Decentralisation of sports grounds, they do not depend on the hospital plans
- + The hospital's rear courtyard is kept green and peaceful, with no access for cars
- + Parking lot is organised under a single entrance to ensure convenient access
- + The green area in front of the new hospital building is easily accessible to pedestrians

Advantages of the Scenario 2

- + Possibility to create a mini-football field of appropriate dimensions with minimal effort
- + The location of the ramp and bridge is comfortable for hospital inpatients
- + Residential area has a better landscaping in their yards
- + Reducing traffic congestion on the O. Basarab Street through making an entrance to the parking lot from the other side

Disadvantages of the Scenario 1

- During rush hour, O. Basarab Street remains congested with cars heading to the hospital
- The space for sports grounds remains limited
- The hospital's green area at the front becomes more congested with parking and less pedestrian-friendly

Disadvantages of the Scenario 2

- It is impossible to build a ramp for the crossing near the Bus stop
- The front part of the residential area on the side of the Ring Road remains unused
- Potential conflict over the land use of hospital grounds to be temporarily used as a football field

Conclusion

Both scenarios have their advantages, as mentioned by representatives of the Stryi City Planning and Architecture Department and the hospital grounds manager. The proposed interventions generally meet most of the residents' needs expressed during the survey and workshop. At the same time, during discussions with the city authorities, several key aspects were identified that significantly influenced the finalisation of the proposal:

- **The hospital's vacant territory can be temporarily used by city residents as a football field;** however, any design solutions should not compromise the hospital's operations or turn its territory into a recreational area.
- **Despite the advantages of locating visitor parking on the side of the Ring Road,** it is important to maintain comfortable and inclusive pedestrian access to the hospital's main entrance. Therefore, at least one new parking lot should be located near the entrance and provide barrier-free access for people with disabilities.

These key aspects determined the further direction of the project. The final decision integrated the strengths of both scenarios, allowing for the creation of an optimal design for the planning area.

The layout shows the finalised location of key interventions and their connection to design principles. In this concept, O. Basarab Street is transformed into a green area, prioritising pedestrians and cyclists. It provides a high-quality connection between the residential area, the crossing to the Ring Road, and, accordingly, the river, improving access to recreational areas.

The proposed public spaces are organised in such a way as to avoid conflicts between different user groups and ensure a comfortable environment for everyone. A protective green zone is formed along the perimeter of the planning area, which increases the ecological comfort of both the hospital grounds and the residential area.

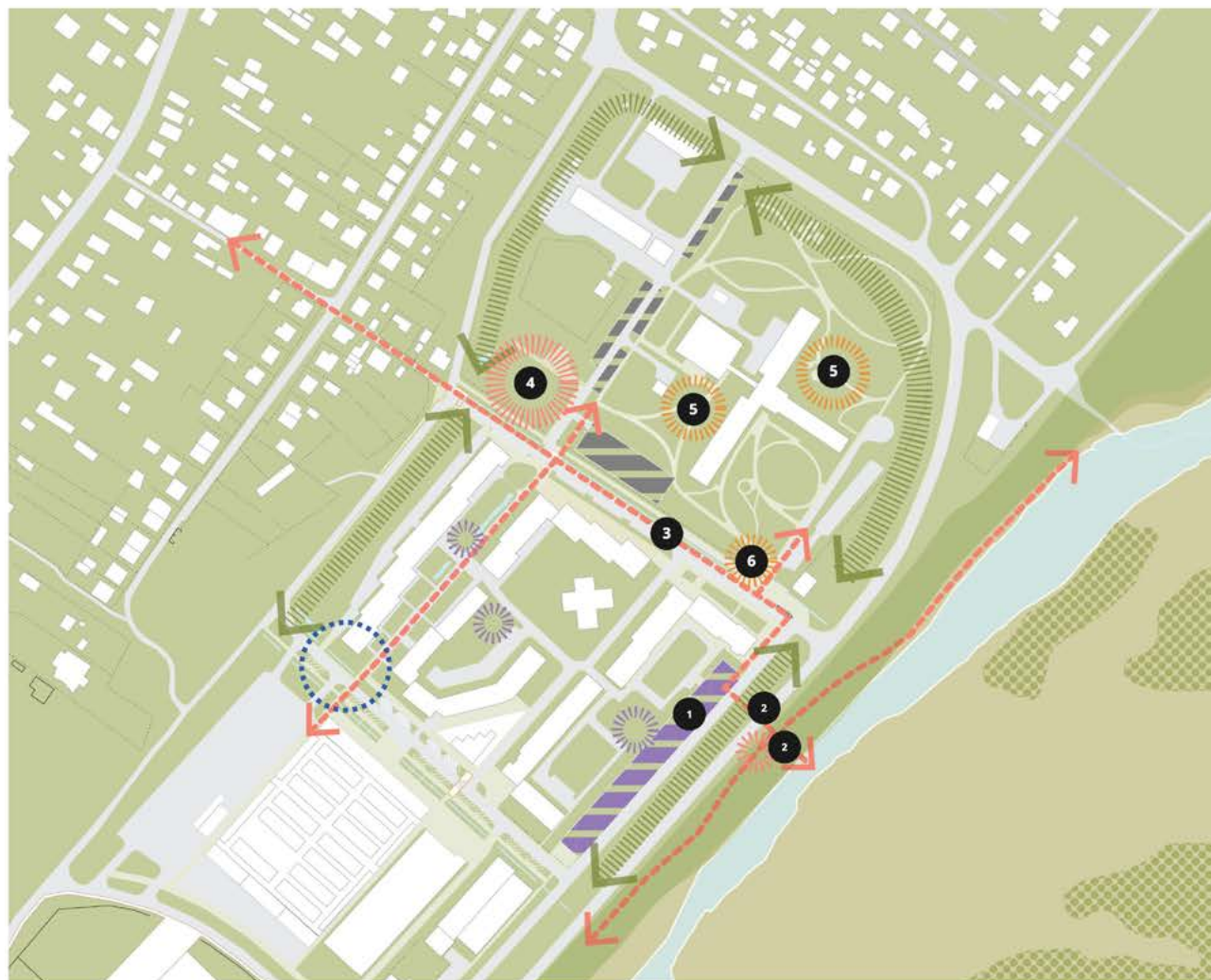


Figure. 49 Conceptual layout with the placement of interventions and design principles
Source: Ro3kvit

Key interventions:

1. Multifunctional parking with shelter

A semi-open parking lot with a green roof is proposed along the road, serving as a protective barrier between traffic and residential buildings. The upper level can be converted into a public space with benches, greenery and sports areas. There is also the possibility of constructing an underground level that would serve as a multifunctional shelter.

2. Crossing to the river with ramps

The crossing is integrated into the parking structure. Access is provided by a lift and a ramp that includes pedestrian and bicycle lanes, creating a comfortable and inclusive path to the river.

3. Redesign of the O. Basarab Street

The new street profile includes one-way traffic for cars, a two-way cycle lane, parallel parking, expanded green spaces and rain gardens. There will be more space for visitors and outdoor activities in front of commercial establishments. Opposite the hospital entrance and near the Bus stop, an elevated pedestrian zone is proposed to ensure inclusive movement from the hospital to the crossing.

4. Football field and physical rehabilitation areas near the hospital

It is proposed to locate a mini-football field, accessible to all residents, on a vacant plot of land near the hospital. The land remains the property of the hospital and can be used for future expansion.

Sports grounds for physical rehabilitation and moderate training will be set up nearby. They will be available to both city residents and patients, and the grass and gravel surface will create comfortable conditions for exercise.

5. Areas for mental rehabilitation: sensory garden

On the side of the hospital dining room entrance, it is planned to create a sensory garden filled with fruit trees, berry bushes, grass, and flowers to promote the mental rehabilitation of patients. The project is designed to provide access to raised beds for wheelchair users. The location is ideal, as there is already space for sitting and socialising nearby. through targeted plantings and to establish a space for the greenhouse.

6. Public building with shelter

Near the main entrance to the hospital grounds, it is proposed to construct a small public building that will serve as an information and checkpoint and will include a store with a coffee shop. The underground section can be equipped as a multifunctional shelter, strengthening the security infrastructure of the area.

The Concept embodies the objectives and principles of the MY Neighbourhood Methodology. The table on the following page systematises the alignment of key interventions with the design principles developed by UN-Habitat and expanded by Ro3kvit.

Compactness. The proposed interventions, particularly the multifunctional parking lot with a green roof and the public building with a shelter, make rational use of the available space, combining several functions in a single structure.

Connectivity. A new crossing to the river with ramps and the redesign of O. Basarab Street create safer and more logical routes for pedestrians and cyclists, strengthening the connection between residential buildings, the river and the hospital.

Inclusivity. Interventions, ranging from raised beds in the sensory garden to ensuring inclusive access to the hospital, take into account the needs of people with varying levels of mobility.

Vibrancy. The football field, sports areas, the active profile of Basarab Street, and the commercial functions of the new public building form a lively urban space that supports the daily activities of residents.

Resilience. The green roof of the parking, rain gardens, increase of greening and biodiversity, and the sensory garden make the area more resilient to climate change and solve the problem of flooding. These solutions help improve the microclimate and support the natural ecosystems of the area.

«MY NEIGHBOURHOOD» METHODOLOGY WITH INTERVENTIONS PROPOSED IN THIS PROJECT

CITY OBJECTIVE

1.1 PRINCIPLE

1.1.1 Tips

Key Additional Challenges in the Ukrainian Context

REDUCE HARM OF WAR & DISASTERS

SUPPORT SOCIAL COHESION & IDENTITY

DEMOGRAPHIC SHIFTS ADOPTION

TERRITORIAL GOVERNANCE

Key Interventions

- 1 • Multifunctional parking facility with a shelter
- 2 • At-grade pedestrian crossing to the river with a viewing platform and access to the water
- 3 • Upgraded public realm of Olena Basarab Street
- 4 • Sports ground with a physical rehabilitation zone adjacent to the hospital
- 5 • Mental rehabilitation spaces: sensory garden
- 6 • Public building with a shelter
- 7 • Riverside recreational area
- 8 • Strengthening of the stormwater management system



COMPACT CITY

- 3 1.1. PROXIMITY AND WALKABILITY
- 1 1.2. MIXED LAND USE
- 1.3. EFFICIENT PUBLIC TRANSPORT
- EFFICIENT DENSITY
- 1 1.4. PRESERVATION AND INTEGRATION OF BLUE-GREEN INFRASTRUCTURE
- 7 2 1.5.



CONNECTED CITY

- 3 2.1. EFFICIENT STREET NETWORK
- 3 2.2. MULTIMODAL TRANSPORT
- 3 2.3. PROXIMITY AND WALKABILITY
- 1 2.4. MIXED USE
- 2 2.5. ECOLOGICAL CONNECTIVITY
- 2.6. FULLY SERVICED STREETS
- 6 3 2.7. ACTIVE STREETS
- 7 2.8. NETWORK OF OPEN PUBLIC SPACES



INCLUSIVE CITY

- 3.1. HOUSING DIVERSITY
- 3.2. ACCESSIBILITY
- 4 1 3.3. MIXED LAND USE AND FUNCTIONAL DIVERSITY
- 3 2 3.4. WALKABILITY AND ACCESSIBILITY
- 3.5. EFFICIENT AND AFFORDABLE PUBLIC TRANSPORT
- 5 3 3.6. BARRIER-FREE ENVIRONMENT
- 4 2 3.7. WELCOMING ENVIRONMENT
- 3 3.8. SAFE STREETS
- 3 3.9. DIVERSITY OF OPEN PUBLIC SPACES
- 7 4 2 3.10. SAFE OPEN PUBLIC SPACE



VIBRANT CITY

- 4 4.1. MIXED LAND USE AND FUNCTIONAL DIVERSITY
- 3 4.2. PROXIMITY AND WALKABILITY
- 4.3. DIVERSE URBAN STRUCTURE AND FINE-GRAINED DEVELOPMENT
- 7 6 2 4.4. STRENGTHENING LOCAL IDENTITY
- 1 4.5. APPROPRIATE HIGH DENSITY
- 3 4.6. MULTIMODAL TRANSPORT
- 5 2 4.7. CONNECTION WITH THE NATURAL ENVIRONMENT
- 3 4.8. ACTIVE STREETS
- 4 4.9. DIVERSITY OF ACTIVITIES AND OPENNESS OF PUBLIC SPACES



RESILIENT CITY

- 1 5.1. MIXED LAND USE
- 1 5.2. EFFICIENT DENSITY
- 5.3. PROXIMITY AND WALKABILITY
- 3 5.4. EFFICIENT STREET NETWORK
- 5.5. MULTIMODAL TRANSPORT
- 5.6. SAFE, STABLE, AND AFFORDABLE HOUSING
- 8 5 3 5.7. CLIMATE-RESPONSIVE DESIGN
- 5 2 1 5.8. INTEGRATION OF BLUE AND GREEN INFRASTRUCTURE
- 5.9. SOCIAL AND ECONOMIC RESILIENCE
- 6 5 1 5.10. RISK REDUCTION AND EMERGENCY PREPAREDNESS

HEALTHY NEIGHBOURHOOD CONCEPT

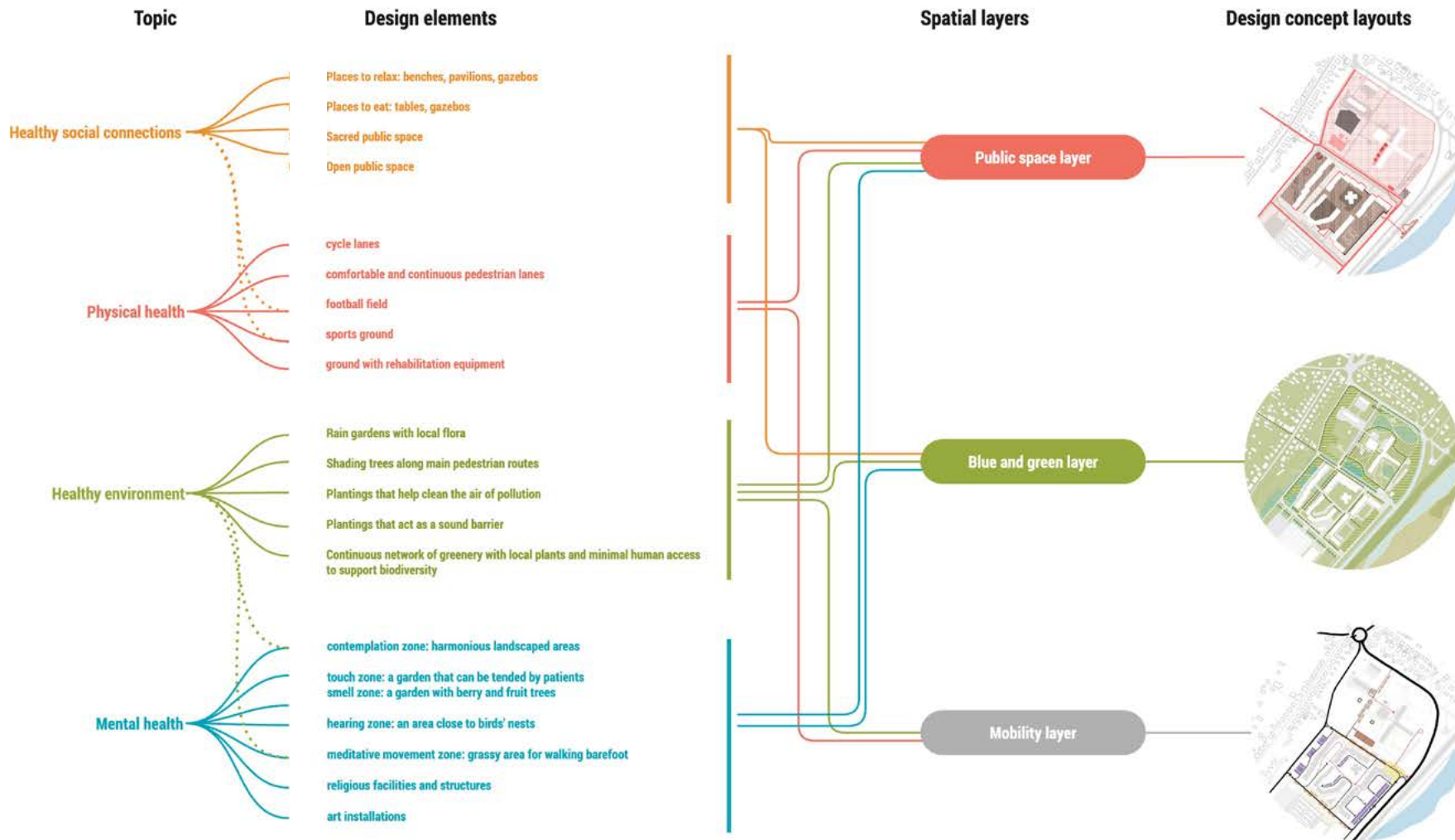


Figure. 50 Creation of spatial layers of the design concept based on the Healthy Neighbourhood
 Source: Ro3kvit

HEALTHY SOCIAL CONNECTIONS

The public space accessibility layout (Figure 55) illustrates how to develop a network of public spaces that encourage walking, meeting, and interaction among hromada members. It also strengthens ties with neighbours, supporting social connections and integration into the urban context.



Figure. 51 Relaxing by the river
Source: www.pinterest.com

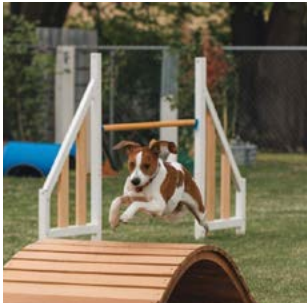


Figure. 52 Interaction through sport
Source: www.pinterest.com



Figure. 53 Active public spaces
Source: www.pinterest.com



Figure. 54 Multifunctional shelter as a space for interaction
Source: www.pinterest.com

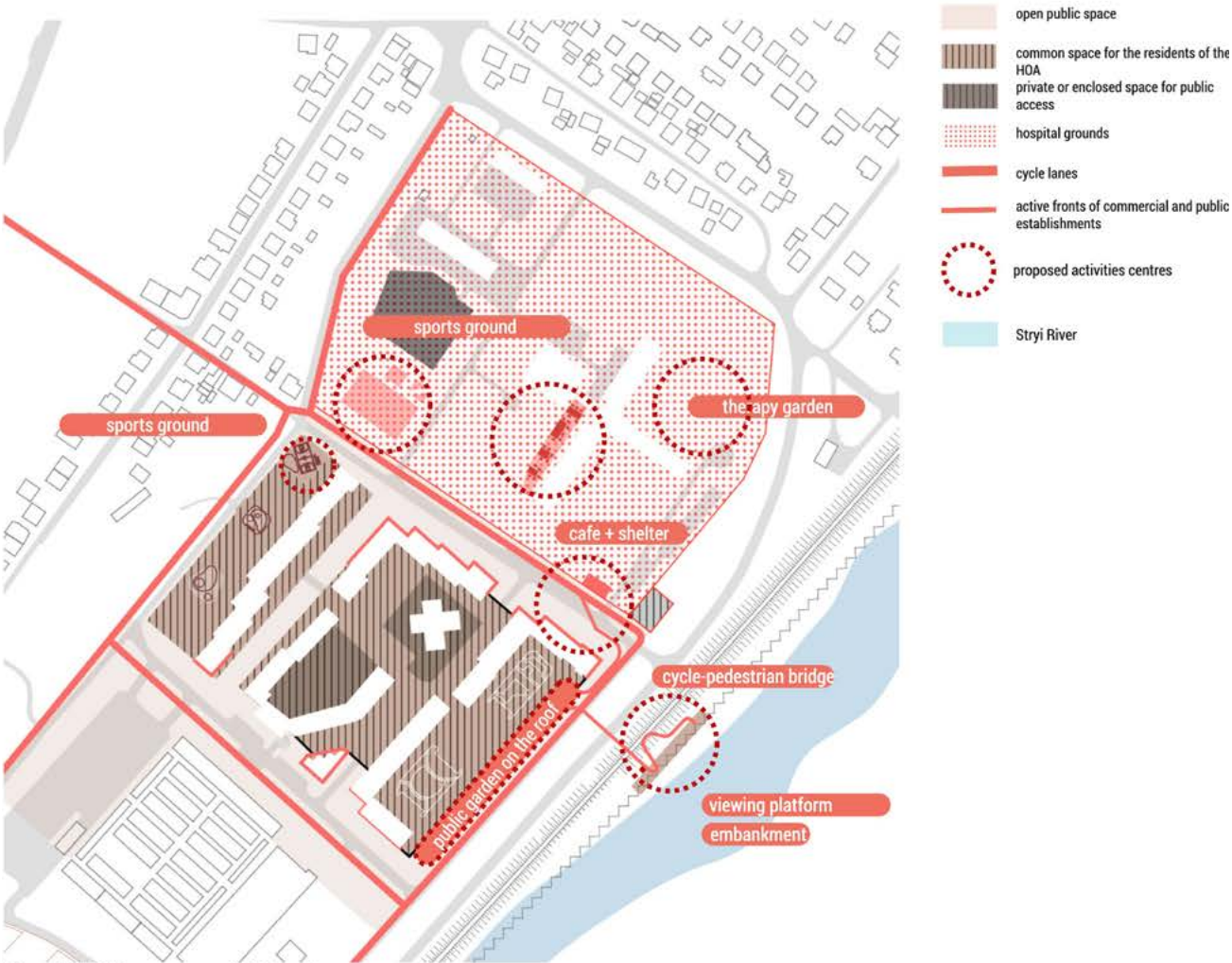


Figure. 55 Public space accessibility layout
Source: Ro3kvit

CLIMATE RESILIENCE THROUGH RAINWATER MANAGEMENT AND GREENING

The green area and rainwater management layout (Figure 56) proposes the use of nature-based solutions (NBS), which involve integrating ecosystem approaches into urban infrastructure to reduce heat stress, minimise flooding during heavy rains and high water, improve water quality in local water bodies, and create a comfortable, healthy and resilient urban environment. The main NBS tools are green areas, rain gardens, green roofs, natural water purification systems and natural corridors.

Proposed solutions:

- **Rain gardens along the streets.** Local nature-based stormwater management: rainwater retention and filtration, supporting the formation of resilient urban ecosystems.
- **Green areas that require minimal maintenance.** Enhance soil water absorption, reduce maintenance requirements and increase the diversity of urban natural environments.

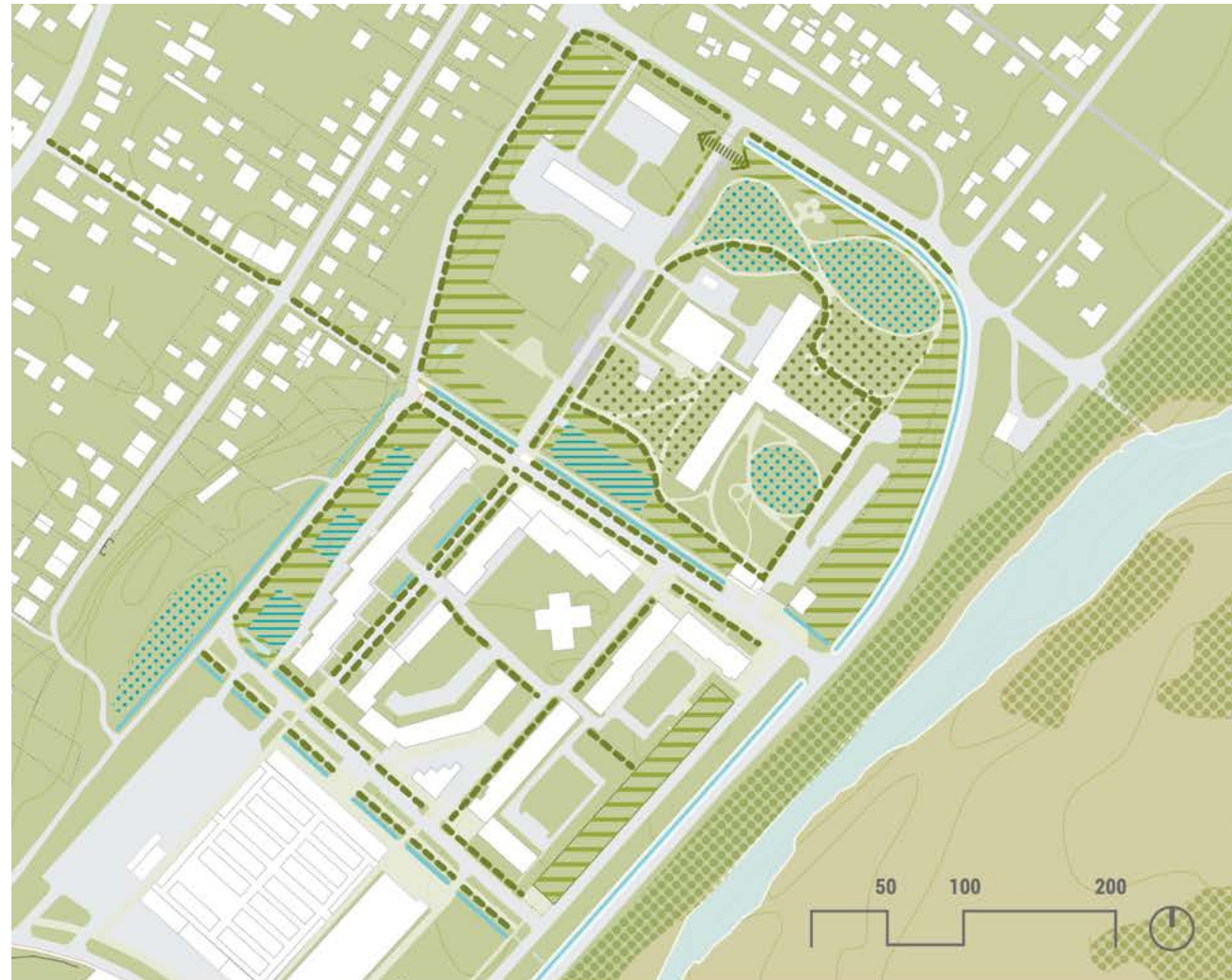
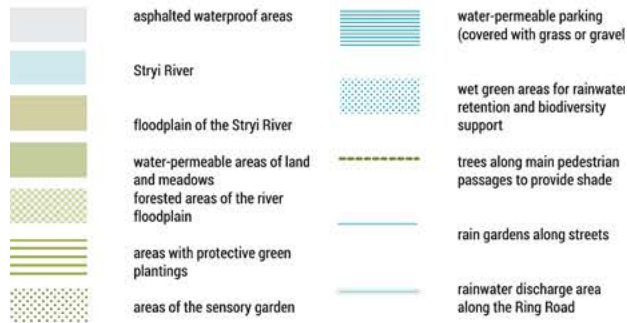


Figure. 56 The green area and rainwater management layout (blue and green layer)

Source: Ro3kvit

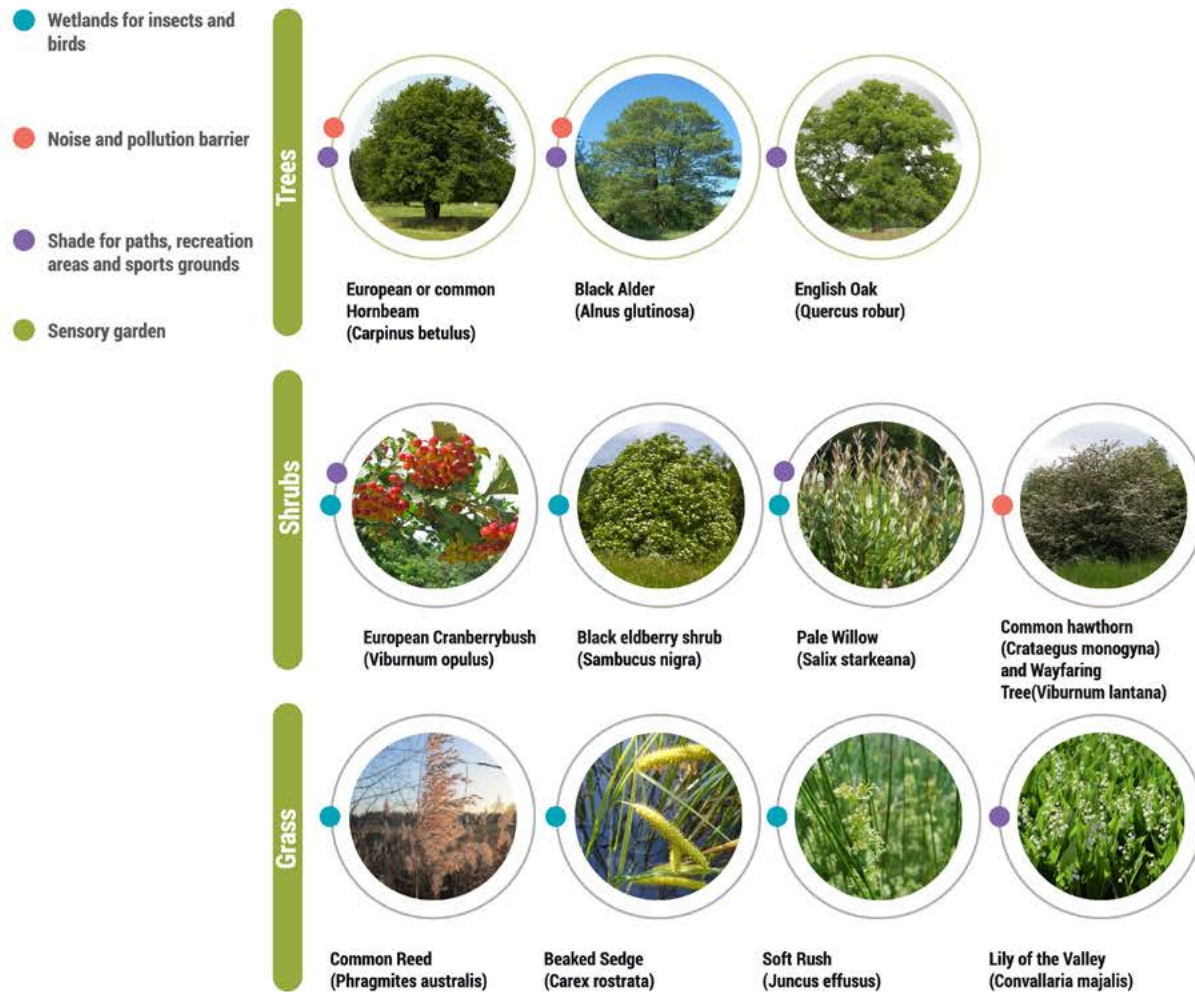


Figure. 63 Species of local flora recommended for the specified areas
Source: easyscape.com



Figure. 57 Rain gardens
Source: www.pinterest.com



Figure. 58 Rain gardens
Source: www.pinterest.com



Figure. 59 Water-permeable surface
Source: www.pinterest.com



Figure. 60 Retention basin
Source: www.pinterest.com



Figure. 61 Greening of parking lots
Source: www.pinterest.com



Figure. 62 Green roofs
Source: www.pinterest.com

TRAFFIC AND PARKING PLANNING

Main measures:

- Minimisation of traffic obstruction on the Ring Road.
- Reorganisation of traffic and restriction of private car transit through courtyards.
- Gradual elimination of chaotic parking along Basarab
- Street and introduction of standardised parallel parking
- Relocation of hospital parking to its territory.
- Relocation of residents' parking from the street to the peripheral lanes of the adjacent territories.



Figure. 64 Landscaping
Source: www.landezine.com



Figure. 65 Paving
Source: www.landezine.com



Figure. 66 Example of greening parking lots and pavements
Source: <https://hmarochos.kiev.ua/>

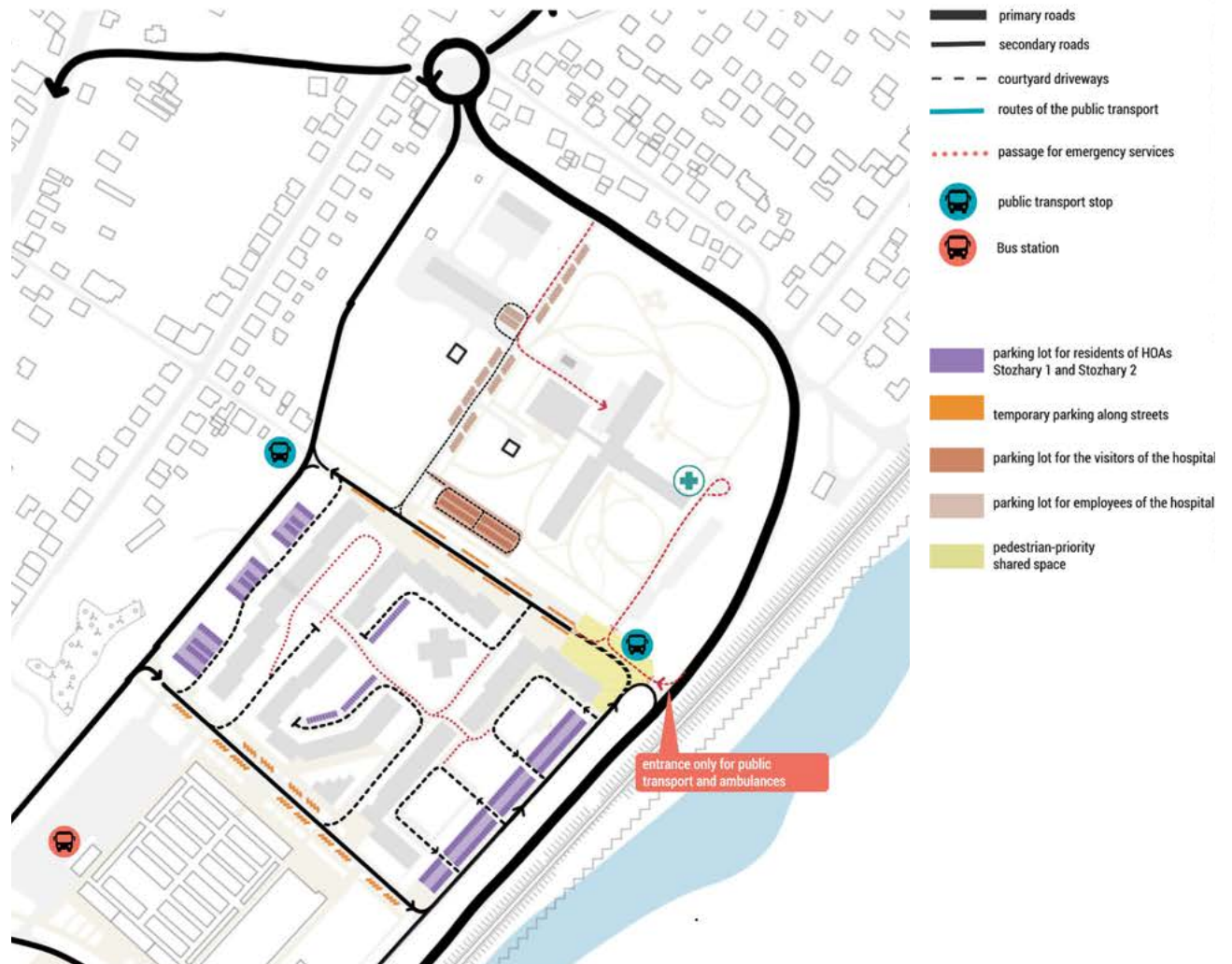


Figure. 67 Traffic management plan, parking arrangements
Source: Ro3kvit



- unpaved surface: soil and grass
- river floodplain
- forested slopes and river floodplain
- green roofs
- existing trees and shrubs
- new tree plantings
- new shrub plantings
- wetlands to support biodiversity
- rain gardens along the roads
- greenhouses
- elevated beds
- paved surfaces
- elevated pedestrian area
- cycle lane
- footpath
- asphalted parking lot
- parking lot with a water-permeable surface: with grass grid or gravel
- water-permeable gravel surface for sports area
- green area with football field markings
- fence

Figure. 68 Masterplan
 Source: Ro3kvit



JUSTIFYING SELECTION OF THE PLANNING AREA

After developing the Neighbourhood Concept, three areas were selected for more detailed analysis. They also include the key interventions described earlier, which are crucial for demonstrating the principles of the MY Neighbourhood Methodology.

Area A. This area is defined in accordance with the cadastral distribution and is currently owned by the municipality. It was selected to isolate the residential area from the road and to provide a connection to the river via a crossing.

Area B. This is O. Basarab Street. Municipal enterprises maintain it. In the concept, the street serves as a pedestrian and bicycle corridor and is essential for a safe and comfortable access to the river from neighbouring territories.

Area C. Part of the hospital grounds, which can be divided into two sections. The first section is planned for the construction of a new parking lot, while the second is currently unused. Therefore, it has been repeatedly mentioned in interviews, workshops and discussions as a potential site for a sports field.

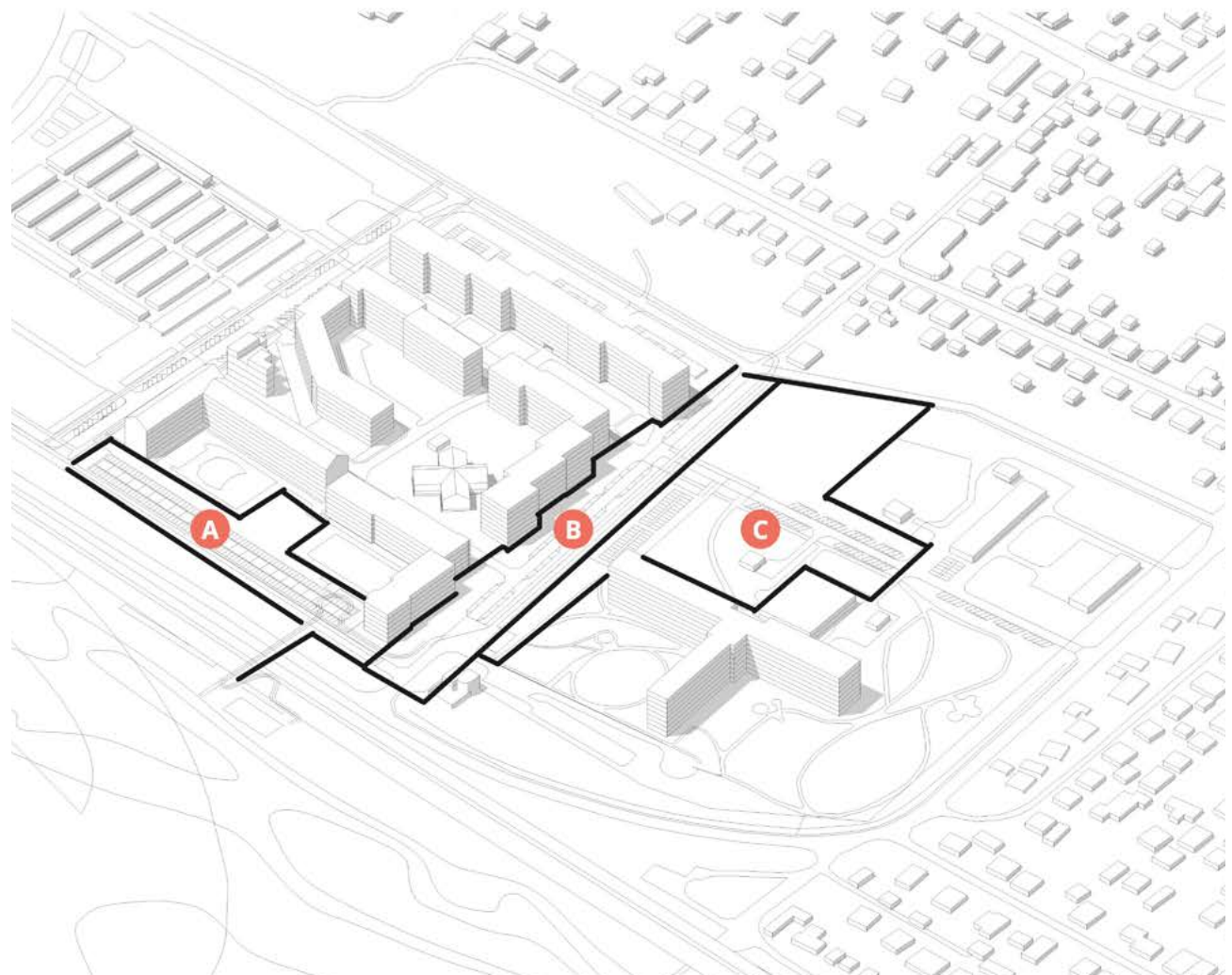


Figure. 69 Planning areas
Source: Ro3kvit

PHOTOS OF THE CURRENT SITUATION

Area A. The area in front of the buildings is currently used as a parking lot for residents of the HOA Stozhary. A small football field is located near the parking areas, close to the facades of the residential buildings. It is enclosed by a transparent fence. During the day, access to the site from other parts of the area is free. At night, the gates and wickets are closed. The area's road and the Ring Road are separated by a green strip that serves as a storm drain.



Figure. 70 Area A
Source: Ro3kvit

Area B. Currently, there are many parked cars on O. Basarab Street. The bus stop does not have a clear configuration, so private vehicles also park there. Near the residential building at 14B, O. Basarab Street, there is a parking lot for residents, with a barrier gate and a fence. Opposite the hospital entrance, there is an unregulated pedestrian crossing.



Figure. 71 Area B
Source: Ro3kvit

Area C. This area can be divided into two parts: a landscaped zone near the hospital and a largely undeveloped zone with small clusters of shrubs and trees. The two parts are separated by a driveway. Currently, the second zone is partially maintained by the hospital. As shown in Figure 72, the grass close to the entrance is mowed and used for car parking, while the area farther from the entrance consists of unmowed meadow.



Figure. 72 Area C
Source: Ro3kvit

ALIGNMENT OF PROPOSALS FOR AREA A WITH THE CITY'S METHODOLOGY AND OBJECTIVES

1. Modular canopy for parking lot, recreational areas, and small service facilities:

The design intervention is to transform the space between the courtyard and the motorway into a **protective green buffer** that combines organised parking, landscaping and recreation. Cars will be parked in a **modular canopy with integrated shelter**, which will free up the courtyard, reduce noise and pollution, and increase the safety and comfort of residents.

The upper level of the canopy will serve as a **green public space**, with micro-zones for recreation, activities, small playgrounds and services. This combination of infrastructure and recreation will create a **comfortable, welcoming and protected environment** that simultaneously meets the functional and spatial needs of the planning area.

2. A pedestrian and bicycle bridge and a safe crossing will significantly improve accessibility and create a new high-quality connection between the residential environment, nature and the embankment. It will create a barrier-free route for active mobility and strengthen the role of the area in the overall urban system.

Key result is a healthier, quieter, safer and more socially active area with a green buffer, climate-resilient solutions and a **stronger connection between the city and natural environment**.

Implementation approaches and tools

Spatial solutions

- Parking lot with a canopy and an integrated shelter.
- Elements of natural infrastructure (rain gardens, bioretention, water-permeable surfaces, rainwater harvesting systems).
- Micro-recreation areas, such as rest areas, small playgrounds, and observation points.

Mobility and accessibility

- Pedestrian and bicycle bridge.
- Barrier-free routes to the embankment and within the planning area.
- Bicycle services, including parking, rental, and repair hubs.

Services and infrastructure

- Small service centres (WC, lifts, drinking fountains, lockers).
- Lighting, navigation and comfort elements.
- Areas for meetings, events and hromada activities.

Management and co-design

- Workshops and resident engagement.
- Cooperation with the municipality and utility service providers.
- Programmes for sustainable maintenance and support of hromada activities.

1. COMPACT CITY



1.1 PROXIMITY AND WALKABILITY

- 1.1.1 Infrastructure for Safety
 - 1.1.3 Accessible Open Public Spaces
 - 1.1.4 Even Distribution of Green Areas
- ### 1.4 EFFICIENT BUILDING DENSITY
- 1.4.1 Human-Comfortable Space

2. CONNECTED CITY



2.1 EFFICIENT STREET SYSTEM

- 2.1.4 Pedestrian Routes and Bicycle Connections
- ### 2.6 COMPREHENSIVE STREETS
- 2.6.1 Convenient Sidewalks and Pedestrian Routes
 - 2.6.2 Points of Attraction

3. INCLUSIVE CITY



3.4 PEDESTRIAN ACCESSIBILITY

- 3.4.1 Pedestrian Movement Priority
- ### 3.9 DIVERSE PUBLIC SPACES
- 3.9.1 Engaging Public Spaces

4. VIBRANT CITY



4.7 CONNECTION WITH THE NATURAL ENVIRONMENT

5. RESILIENT CITY



5.4 EFFICIENT STREET NETWORK

- 5.4.1 Universally Accessible Streets for Convenient and Efficient Movement

Owner:
Municipality

Partners:
HOA

Scale:
Large

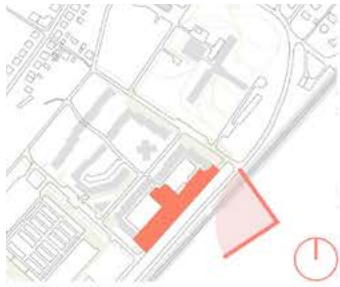


Figure. 73 Compliance with Sustainable Development Goals
 Source: sdgs.un.org

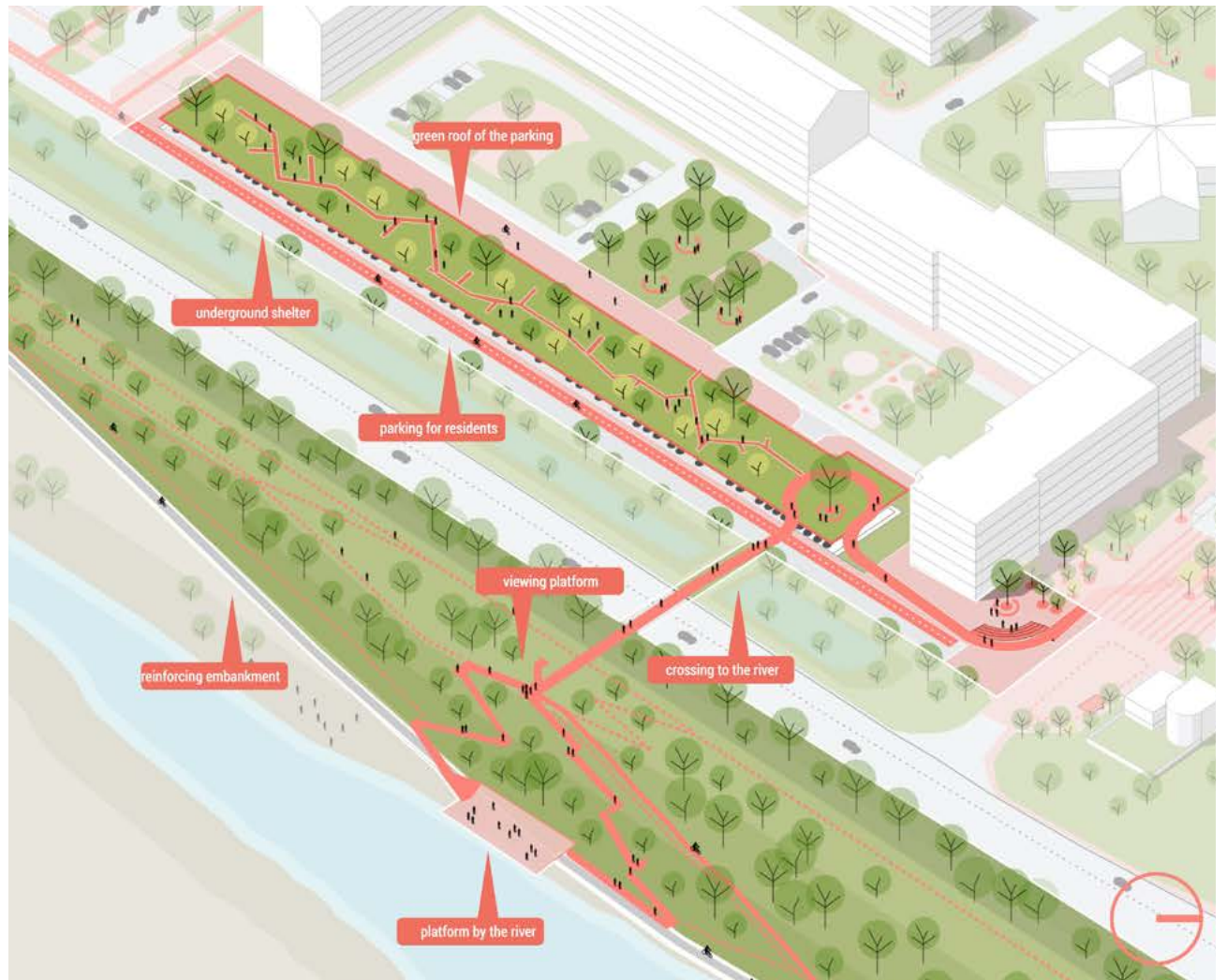
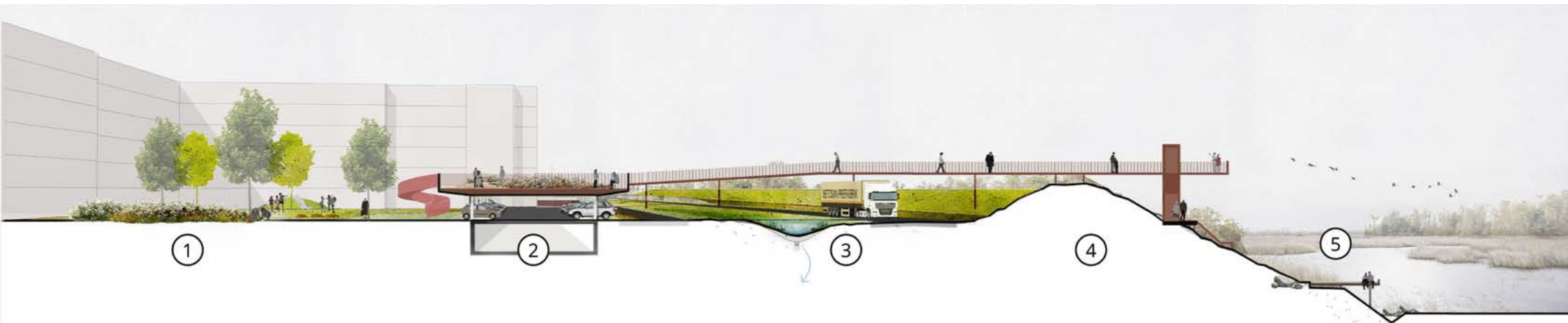


Figure. 74 Intervention of a multifunctional parking lot and a crossing to the river
 Source: Ro3kvit



1. Creating a quiet and safe courtyard

Replacing parking spaces and noisy roadside areas with a quiet, protected courtyard with greenery and space for daily activities.

2. Green buffer with organised parking and shelter:

Creating a green barrier between housing and the road, where organised parking is combined with shelter and recreational opportunities on the upper level.

3. Rainwater management (Blue-Green Infrastructure)

Collection and retention of excess rainwater to prevent flooding, support irrigation, and enable the creation of micro-ecosystems, such as ponds, rain gardens, and bioretention areas, which improve microclimate and biodiversity.

4. Safe pedestrian and bicycle bridge to the water

The new crossing provides barrier-free access to the waterfront, supports active mobility and strengthens the area's connection to the natural environment.

5. Recreation: natural and water views

Recreation, play and sports grounds are integrated into the natural landscape with a hromada space extending across the bridge to the riverfront.

Figure. 75 Section A
Source: Ro3kvit



Figure. 76
Source: www.landezine.com



Figure. 77
Source: www.landezine.com

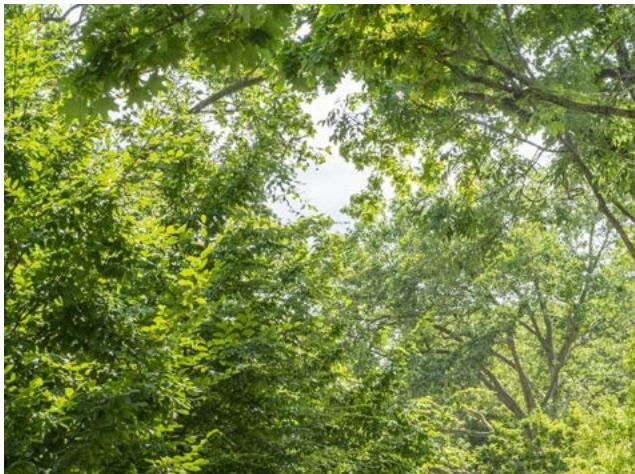


Figure. 78
Source: www.landezine.com

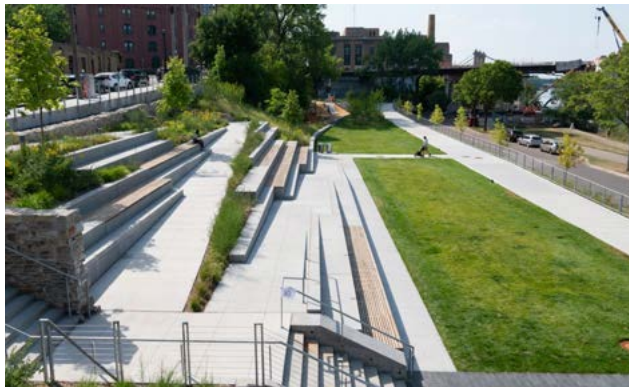


Figure. 79
Source: www.landezine.com



Figure. 80
Source: www.landezine.com

ALIGNMENT OF PROPOSALS FOR AREA B WITH THE CITY'S METHODOLOGY AND OBJECTIVES

Olga Basarab Street is proposed to be renovated in accordance with the principles of UN-Habitat's MY Neighbourhood Methodology to make it safer, greener and more convenient for residents. Parking lot for hospital visitors will be relocated to the medical facility's grounds, and private fenced parking lots along the buildings will be dismantled. This will create a wide, open pedestrian space along the facades, provide convenient access to the first floors and improve the quality of the urban environment.

A natural corridor will be formed along the street with new plantings and rain gardens, which will improve the microclimate and help retain rainwater. A separate cycle lane, bicycle parking spaces and modern lighting with backup power supply will be installed.

The renewed one-way traffic will allow for narrower lanes, parallel parking in pockets and reduced vehicle speeds.

A pedestrian square will be created at the hospital entrance, connecting the entrance area with the public space of the street. It will feature an information point with a café and shelter, as well as the start of a ramp to a new safe bicycle and pedestrian bridge and a public transport stop.

As a result, the street is transformed into a comfortable, green and accessible space that supports active mobility and strengthens the planning area's connection with nature and the river.

Implementation approaches and tools

1. Renovated street, traffic and parking arrangement

- Relocation of hospital visitor parking to the hospital grounds. Dismantling of private fenced parking lots. Creation of an open pedestrian space from the road to the facades.
- One-way traffic, narrowing of the roadway and parallel parking in pockets.
- Reduction of turning radii to improve safety. Separate cycle lanes, bicycle parking, and bicycle services.

2. Pedestrian space and natural corridor

- Wider pavements with easy access to active ground floors.
- Sitting places and solar-powered lighting.
- New trees, greenery and rain gardens for water retention and drainage.

3. Pedestrian hub at the hospital entrance and bridge

- Creation of a pedestrian-priority space, which connects the hospital information point with a café and shelter,
- Access to the ramp of the bicycle and pedestrian bridge, a new active public space and a bus stop.

1. COMPACT CITY



2. CONNECTED CITY



5. RESILIENT CITY



1.1 PEDESTRIAN ACCESSIBILITY

- 1.1.1 Safety Infrastructure
- 1.1.2 Convenient Urban Mobility
- 1.1.3 Accessible Open Public Spaces

2.1 EFFICIENT STREET SYSTEM

- 2.1.1 Street Hierarchy
- 2.1.4 Pedestrian Routes and Bicycle Connections

2.2 MULTIMODAL TRANSPORT

- 2.2.1 Convenient Public Transport

2.3 PEDESTRIAN ACCESSIBILITY

- 2.3.1 Safety

2.5 ECOLOGICAL CONNECTIVITY

- 2.5.2 Integrated Ecological Corridors

2.6 COMPREHENSIVE STREETS

- 2.6.1 Convenient Sidewalks and Pedestrian Routes
- 2.6.2 Points of Attraction
- 2.6.3 Bicycle Lanes
- 2.6.4 Structural Elements Ensuring Comfort, Safety, and Protection
- 2.6.5 Structural Elements for Universal Accessibility
- 2.6.6 Dedicated Lanes for Public Transport
- 2.6.7 Safe and Convenient Pedestrian Crossings

2.7 ACTIVE STREETS

- 2.7.1 Active Street Facades

2.8 NETWORK OF OPEN PUBLIC SPACES

- 2.8.1 Accessible Public Spaces

5.10 RISK REDUCTION AND EMERGENCY PREPAREDNESS

- 5.10.1 Multifunctional Shelters and Local Response Centers

Owner:
Municipality

Partners:
Businesses on the first floors

Scale:
Medium

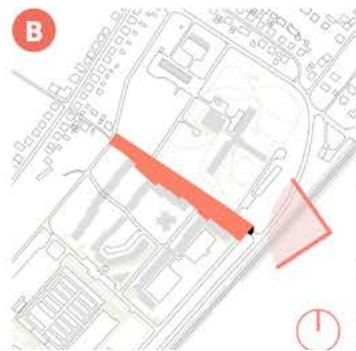


Figure. 81 Compliance with Sustainable Development Goals
Source: sdgs.un.org

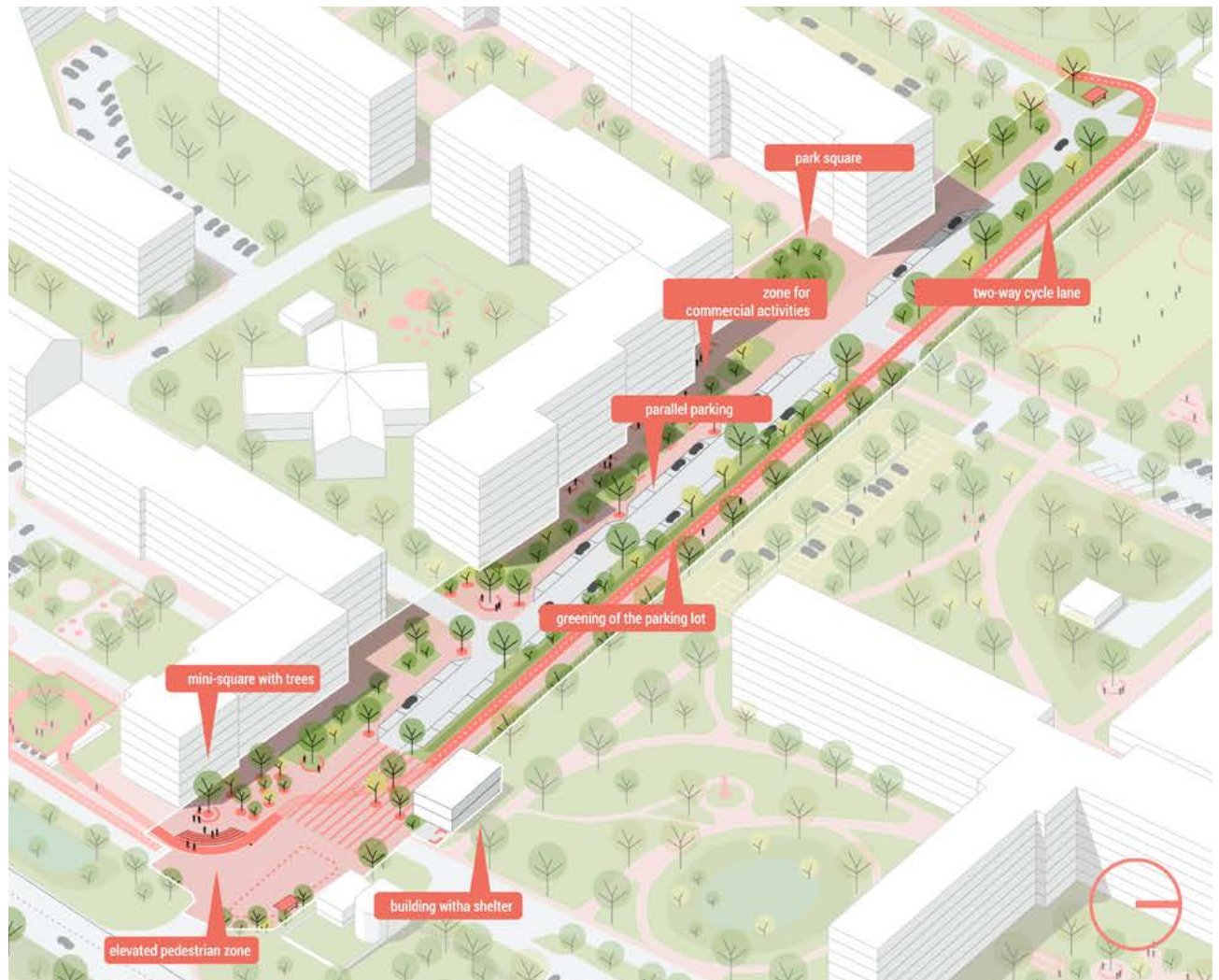


Figure. 82 Renovation of O. Basarab Street
Source: Ro3kvit

RENOVATION OF OLGA BASARAB STREET

The street profile will be renewed to reduce traffic congestion and improve the quality of pedestrian space. Parking for hospital visitors will be moved to the hospital grounds, and private fenced parking lots are being removed. This makes it possible to widen the pavements and create a wide open pedestrian space along the residential facades.

The street will have a natural corridor with new trees, plantings and rain gardens. **All pedestrian and recreational areas, except for the roadway, will have water-permeable surfaces.** This improves the microclimate, reduces surface runoff and enhances the rainwater management system. A separate cycle lane will be added along the street.

The switch to one-way traffic will allow the roadway to be narrowed, pockets for parallel parking to be created, and vehicle speeds to be reduced thanks to smaller turning radii.

Vehicle access is maintained at the hospital entrance, but **pedestrians are given priority:** traffic is slowed down and the surface is **level with the pavement**, creating a safe public space, complemented by an information point and access to a bicycle and pedestrian bridge.



Figure. 83 Street cross-section and fragment of the plan
Source: Ro3kvit



Figure. 84
Source: www.landezine.com



Figure. 85
Source: www.pinterest.com



Figure. 86
Source: www.pinterest.com



Figure. 87
Source: www.pinterest.com

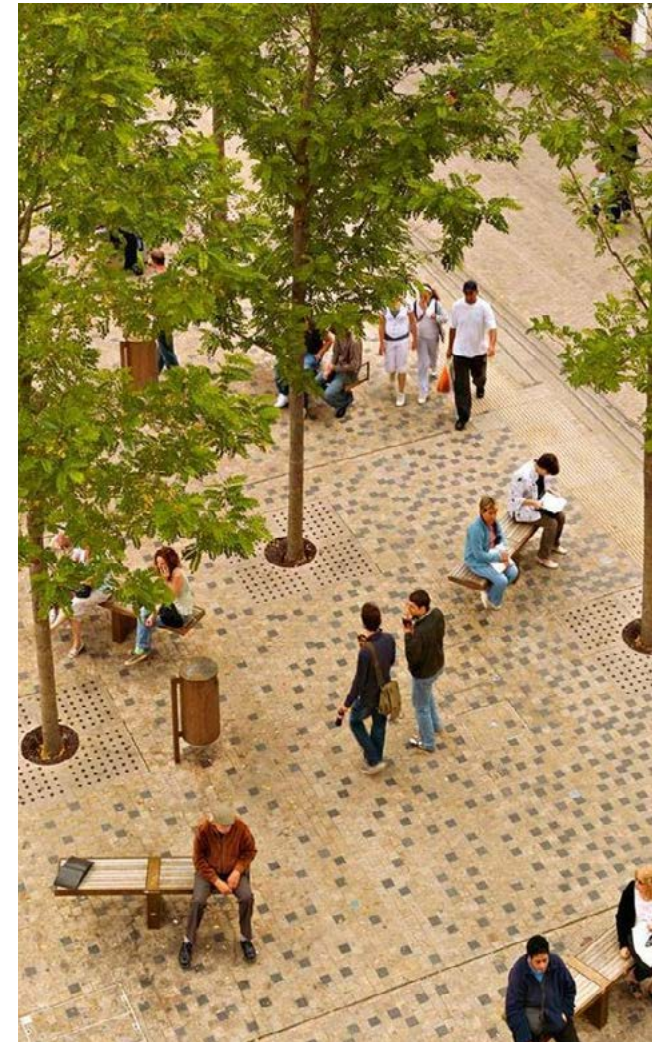


Figure. 88 Section of a pedestrian-priority street
Source: www.pinterest.com

ALIGNMENT OF PROPOSALS FOR AREA C WITH THE CITY'S METHODOLOGY AND OBJECTIVES

A **sensory garden** adjacent to the hospital dining room will provide a space for psychological recovery, quiet socialisation, and rehabilitation support. The concept of the garden is based on various types of sensory interactions: **visual stimuli, tactile interactions, aromatic sensations, taste interactions, and therapeutic properties.** The species of plants for each interaction are listed below.

It is proposed to create a **mini-football field** on a vacant plot at the hospital, accessible to all residents of the planning area. It stimulates physical activity, promotes social interaction and creates opportunities for daily exercise, which is an important component of physical and mental health.

Next to the field, there will be a **rehabilitation area** with exercise equipment for moderate physical activity, designed for both local residents and hospital patients. Soft grass and gravel surfaces make the space safe, comfortable and natural. Together with the sports infrastructure, it creates a complete health-supporting environment: from active play to gradual recovery after treatment.

Short-term implementation (0-2 years):

- **Mini-football field.**
Easy installation of markings and surfacing on a vacant lot temporarily used as a public recreation area.
- **Rehabilitation area.**
Installation of sport equipment for moderate activity and physical therapy for patients and residents; minimal construction work, possibility of phased installation.
- **Sensory garden (basic).**
Planting of fruit and aromatic plants, installation of accessible elevated beds and a recreation area next to the dining room.

Long-term implementation (3-10 years)

- **Expanded sensory garden.**
Additional special plantings for biodiversity, installation of greenhouses and inclusive routes.
- **Improvement of the quality of surfaces and landscaping of sports areas.**
Modernisation of lighting, drainage, material circulation and integration with the hospital's updated network of footpaths.

3. INCLUSIVE CITY



- 3.3 MIXED LAND USE AND MULTIFUNCTIONALITY
- 3.6 BARRIER-FREE ENVIRONMENT
- 3.6.2 Open Public Spaces with Universal Access
- 3.6.3 Cozy Public Spaces
- 3.6.4 Rest Areas

4. VIBRANT CITY



- 4.1 MIXED LAND USE AND MULTIFUNCTIONALITY
- 4.1.1 Balanced Combination of Activities
- 4.7 CONNECTION WITH THE NATURAL ENVIRONMENT
- 4.7.1 Development of Local Vegetation
- 4.9 DIVERSITY OF ACTIVITIES IN OPEN PUBLIC SPACES
- 4.9.1 Support for Local Identity

5. RESILIENT CITY



- 5.7 CLIMATE-ADAPTED DESIGN
- 5.7.3 Public Open Spaces as a Risk-Reduction Element
- 5.8 INTEGRATION OF BLUE-GREEN INFRASTRUCTURE
- 5.8.1 Ecological Connectivity
- 5.8.3 Integration of the Built Environment with Ecosystems
- 5.10 RISK REDUCTION AND EMERGENCY PREPAREDNESS
- 5.10.5 Spaces for Psychological Resilience and Recovery

Owner:
District hospital

Partners:
Municipality

Scale:
Small

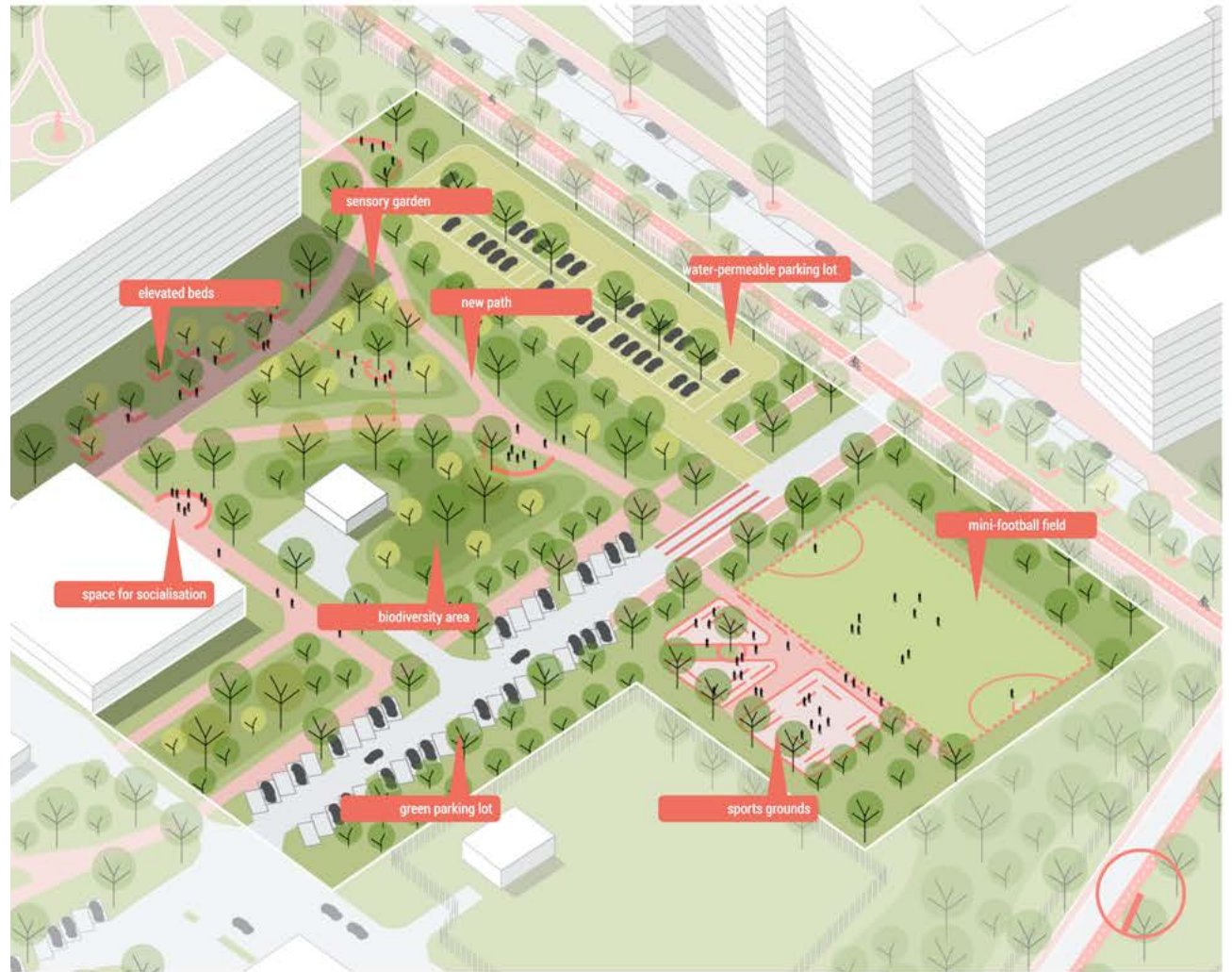


Figure. 89 Compliance with Sustainable Development Goals
Source: Ro3kvit

Figure. 90 Interventions on hospital grounds: sensory garden near the dining room, football field and rehabilitation area
Source: sdgs.un.org



Trees



1. Crab Apple
(*Malus sylvestris*)

Shrubs



2. Common Lilac



3. Raspberry
(*Rubus idaeus*)



4. Blackcurrant
(*Ribes nigrum*)

Grass



5. Sage (*Salvia officinalis*)



6. Breckland thyme (*Thymus serpyllum*)



7. English Lavender
(*Lavandula angustifolia*)



13. Marigold
(*Calendula officinalis*)



8. Marsh-mallow
(*Althaea officinalis*)



9. Lemon Balm
(*Melissa officinalis*)



10. Bugleweed
(*Ajuga reptans*)



11. Yarrow
(*Achillea millefolium*)



12. St. John's Wort
(*Hypericum perforatum*)

Sensory garden

- Visual
- Tactile
- Aromatic
- Taste
- Therapeutic

Figure. 91 Species of local flora recommended for a sensory garden near a hospital
Source: easyscape.com



Figure. 92 Elevated beds
Source: www.gardenmyths.com



Figure. 93 Open rehabilitation areas
Source: issuu.com



Figure. 94 Wetlands in rain gardens to support biodiversity
Source: aqualisco.com



Figure. 95 Public garden
Source: www.gofundme.com



Figure. 96 Sensory garden in public spaces
Source: landezine.com



Figure. 97 Insect houses in meadows to support biodiversity
Source: www.jothompson-garden-design.co.uk

DESIGN CONCEPT SUMMARY

The core value of the O. Basarab Street Neighbourhood Development Concept is the creation of a **healthy environment** that improves the quality of life for residents and visitors of the district hospital. The proposed interventions were created in response to local requests and in accordance with the UN-Habitat's MY Neighbourhood Methodology and the goals of the IDC.

At the planning area level, design elements were analysed and classified under four themes: **physical health, mental health, healthy social connections, and a healthy natural environment.**

The design elements were grouped into interventions and shown on three spatial layers, reflected in the diagrams: **public spaces, blue-green infrastructure, and mobility.**

Three priority intervention areas were then identified, integrating the spatial layers and demonstrating the implementation of the abovementioned themes in urban design.

Proposals at the planning area level and the developed design interventions in the three priority locations form a more **compact, connected, inclusive, vibrant and resilient environment**, while also meeting local needs for healthy spaces connected to the river. The interventions are shown in Figure 98.

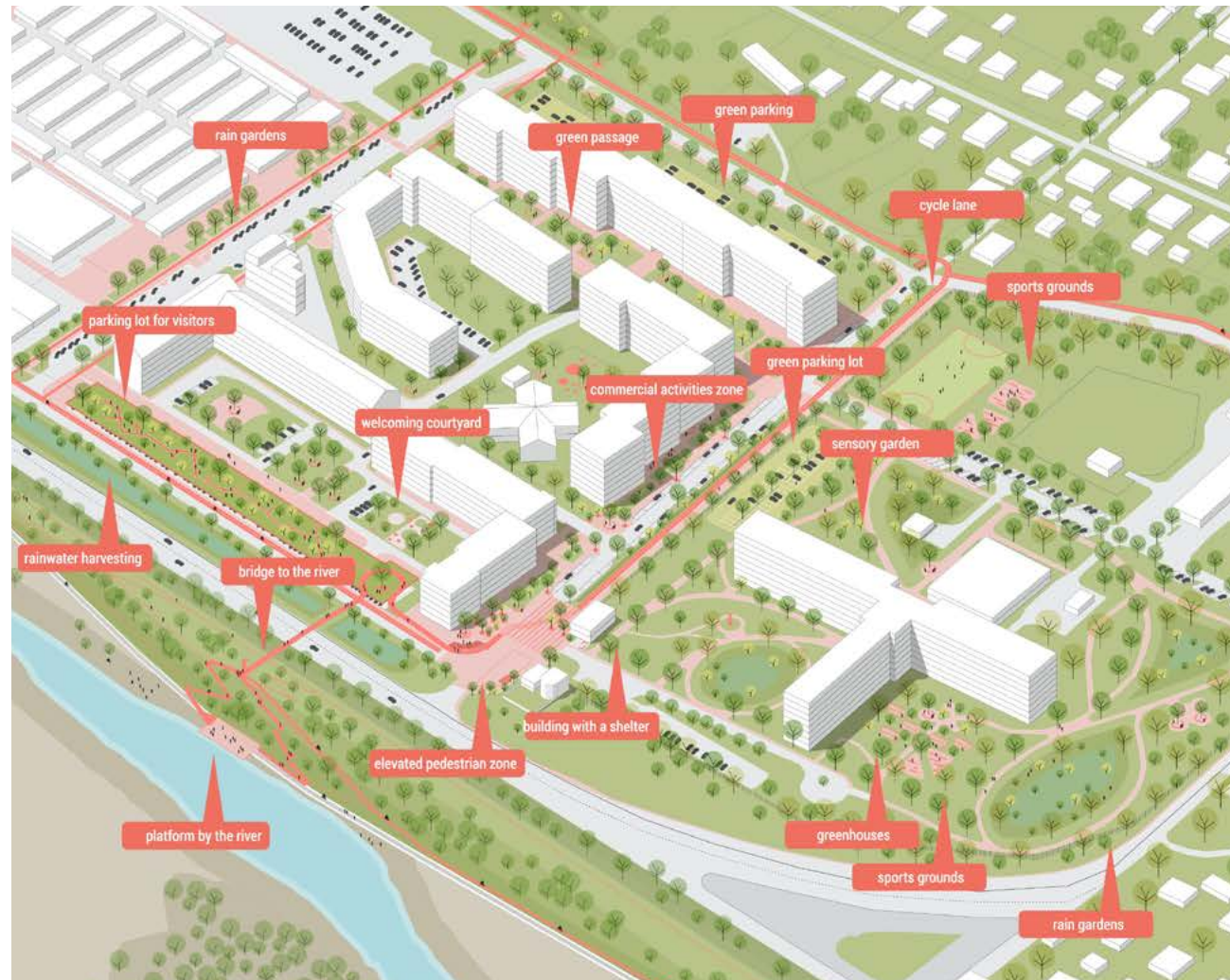


Figure. 98
Source: Ro3kvit



Planning area revitalisation

Enhancing nature and social infrastructure – combining an artificially created environment with a living landscape.

NEXT STEPS



CONCLUSIONS

This project was developed to apply the MY Neighbourhood Methodology and expand it in accordance with the Ukrainian context and local needs.

At the same time, the Stryi Neighbourhood Development Concept includes several practical proposals that can be implemented by interested parties to improve the urban environment. Some of them can be introduced in the near future to meet the needs of residents. Others need more detailed planning and extra funding.

The following section outlines the next steps for implementing the design proposals.

Short-term interventions (0-2 years):

1. Mini-football pitch and sports grounds for physical rehabilitation. These proposals on the hospital grounds are key requests from residents and do not require large investments.

Next steps:

- Approval of the proposed design by technical specialists and creation of design documentation.
- Inclusion of the project in the programme for the creation of sports infrastructure in the city and allocation of the appropriate budget.

2. Sensory garden. This part requires supplementing the existing landscape space of the hospital with certain species of plants, adding elevated beds and small greenhouses with inclusive access.

Next steps:

- Including proposals from this project into plans for the improvement and maintenance of the hospital's green area.

3. Improving landscaping and creating rain gardens along the street and on hospital grounds.

Next steps:

- Creation of an engineering and landscaping project for the drainage of rainwater into rain gardens and its further discharge
- Allocation of a budget for the greening of streets and the territory of the HOA from appropriate sources

Long-term interventions (3-10 years):

1. New street, traffic, and parking arrangement. This intervention has a direct impact on traffic on the Ring Road, particularly on transport and pedestrian safety.

Next steps:

- Holding participatory events with representatives of the HOA and hospital management for awareness-raising and discussion.
- Creating design documentation for the redevelopment of O. Basarab Street in accordance with current plans to extend Skibinskyi Street and the roundabout on the Ring Road, involving transport specialists.

2. A bicycle and pedestrian crossing across the Ring Road to the Stryi River and a multi-functional parking lot. A key intervention to ensure access to the Stryi River, which directly corresponds to the goals of the local authorities.

Next steps:

- Discussing the project with all stakeholders.
- Securing funding for the project from the city with the help of partners and donors.
- Finalising the design in accordance with the stakeholders' needs and creating design documentation.
- Coordinating the technical aspects of the project with existing plans to reinforce the dam.

